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ONE SHILLING.

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THE WAR IN THE AIR EXHIBITION: A PHOSPHORUS INCENDIARY BOMB EXPLODING.

The exhibition of coloured photographs illustrating the work of the Royal Air Force during the war, opened by General Seely at the Grafton Galleries on April 2, is one of unparalleled interest. Various photographs included in it are reproduced on other pages in this

number. That given above shows the curious porcupine effect produced by the explosion of a phosphorus bomb, a type used for incendiary purposes. On bursting, it shoots out long jets of liquid fire.

FROM THE R.A.F. EXHIBITION OF COLOURED WAR PHOTOGRAPHS AT THE GRAFTON GALLERIES.



By G. K. CHESTERTON.

SOME time ago I noted here that pottering about with the League of Nations, before we had even finished the War of Nations, was a silly business. This truth seems now to have burst suddenly even upon those who are on the spot and in possession of all the secrets. But long before that I had ventured to suggest another neglected truth, which recent events have also brought to the surface. It concerns another fallacy in the whole philosophy of war, as commonly associated with a League of Nations. It might be stated by saying that you can abolish war, and still not abolish fighting. It could be stated more simply by saying that you could eliminate war, and still experience revolution. What the pacifists call "war" is a certain game between crowned heads with little national flags stuck all over a map; or it is a dark agreement to differ between wicked diplomatists who sit round a table and say "Let us have a war," like men proposing a game of bridge. But the root of war, in the real sense of fighting, is far deeper. It is that, so long as things have different values for different people, a man may value something more than his own life or other people's. The possibility of war is a result, right or wrong, of intellectual liberty; and the most hopeful campaign for permanent peace, right or wrong, was the old attempt to impose religious uniformity. If all men gave the same moral value to the same material thing, wars might be made at least as rare as railway collisions. But one civilisation may scientifically wish to exterminate as a pest a beetle, let us say, which another regards as a sacred beetle. You cannot make a man promise never to have a vision of a divine beetle, for that is not the nature of visions. You certainly cannot forbid him to be martyred for the beetle, for that is not the nature of martyrdom. The insect may be an institution, an ideal theory, or even an idealised personality—and, indeed, there are political personalities that can be most ideally magnified with a microscope. But even political insects may be sacred insects. And if an insane simplification of politics has appeared in Eastern Europe, Christendom will survive it as it survived the similar peril of Islam; but it will have discovered once more that the greatest wars are religious wars, and that the most incalculable wars are revolutions.

Meanwhile, even politicians seem to agree that things had better be settled rapidly. But this is surely not, as some seem to fancy, a reason why they should be settled wrong. An astounding

argument seems prevalent in many papers which really reverses the whole story of the war. It may be summed up somewhat thus: that the need is so urgent to impose terms on Germany that she must be allowed to impose terms on us. In other words, we cannot begin to reap the benefits of the enemy's defeat—until we agree that he has not been defeated. This, and nothing less, is involved in many hasty and hazy suggestions, which imply a certain irresponsibility about the Polish right to Danzig or the Italian rights upon the Adriatic coast. If Germany is really beaten down in battle, it is as easy to insist on the right things as elaborately to insist on the wrong ones. If Germany is not beaten sufficiently, why was she not beaten more, when it would certainly have been possible to do so? In any case, it is quite intolerable that our representatives should fill the

experiment, and a very dangerous experiment—an experiment that very nearly failed. But I cannot conceive anybody calling the security of Poland unnecessary, unless he calls the whole war unnecessary.

To talk of an Englishman having a sentimental attachment to Polish independence is exactly like talking about his having a sentimental attachment to his own life. If any sceptic should rebuke a Scot, let us say, for associating some high and sublime crag with the liberty of his own land, it seems to me quite rational to ask why, if it comes to that, anybody should associate a high crag with sublimity any more than with liberty. But an association of ideas equally ancient and arbitrary will lead me to avoid, if possible, being thrown from the top of a high and sublime crag to the bottom of it. And I take it to be simply self-evident that if England now stands on the edge of a precipice in danger of being hurled into the abysses of death, the name of that precipice is Poland.

For, unless Poland can be made a strong bulwark, it seems perfectly obvious that all Central and Eastern Europe will be one thing, unified by two processes. The first will be the sham Bolshevism of Germany; the second will be the real Germanism of Bolshevism. The Prussian will accept a thin veneer of the new theories of Lenin, just as he did of the new theories of Luther. And, in return, the Russian will have the benefit of all the organisation and the practicality of the Prussian—that is, he will learn to be more methodical in his massacres and more expert in his espionage. If this does not threaten England and all the West, England has never been threatened in history, and certainly not in 1914. Poland is the only possible representative of the more mellow, more humane, and more humorous ideals of the West, in a world where the ideals—and even the good ideals—will be crude and cruel. For it is not necessary even to be without sympathy with the wilder ideals of the East. Some of the Bolsheviks may have hold of a great truth in the equality of men, just as the Moslems had hold of a great truth in the unity of God. But the narrow simplicity that will sacrifice everything else—chivalry, charity, laughter, the family, and the flag—this remains an ideal which is in its nature an idolatry. It is the worship of the sacred beetle—or, at the best, of the sacred bee; the vision of the mere swarm, clouding the clear horizons; the pitting of the soul of the hive against the soul of the home.



MET TO DISCUSS THE PROPOSED INDIAN CONSTITUTIONAL CHANGES: THE REFORM COMMITTEE AT DELHI.

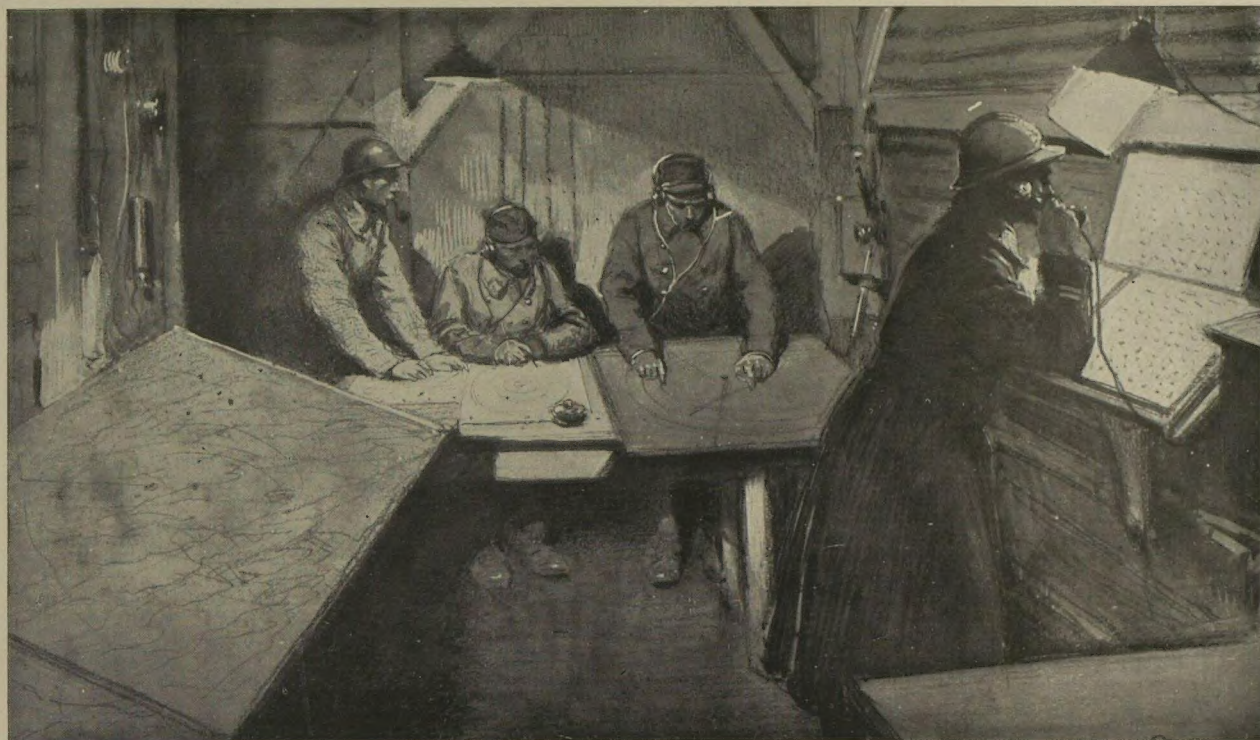
Lord Southborough recently presided over two Committees which toured India to obtain local opinions on the Montagu-Chelmsford reform scheme. It was stated on March 5 that Lord Southborough and his Committee were on their way back from India. In our photograph the figures are (from left to right): Seated (second row)—Maulvi Sir Rahim Baksh; Sahibzada Aftab Ahmed Khan; Mr. R. Feetham; Lord Southborough; Sir Frank Sly; Hon. Babu Surendranath Banerjee; Hon. Mr. M. E. Couchman. (In Front)—Mr. J. D. V. Hodge and Mr. P. C. Tallents. Standing (Third Row)—Capt. M. Reader; Mr. A. C. Clauson; Mr. G. Rainy; Hon. Mr. M. N. Hogg; Sir Prabhushankar Pattani; Mr. J. P. Thompson; Hon. Mr. Srinivasa Sastri; (Back Row) Mr. W. M. Hailey; Mr. H. L. Stephenson; Hon. Dr. Tej Bahadur Sapru; Sir Chimanlal H. Setalvad.—[Photograph by A. R. Dutt.]

first few months with talking about an arrangement that is too good to be true, and then actually give that as a reason for devoting the last few days to a settlement that is too bad to be true. It is intolerable that they should waste so much time over a League of Nations that they have no time left for the nations—for the indisputable national possessions of our Allies in Italy and Poland.

Moreover, the comments of the Press are curiously loose in argument. I was sorry to see that an able journalist whose work I have admired touching other matters, Mr. Sidney Dark, of the *Daily Express*, referred to the project of a strong buffer State in Poland as an experiment in sentimental politics. Certainly I have a sentimental objection to Prussia in Posen or Danzig, as I have an equally sentimental objection to Prussia in Antwerp, to say nothing of a maudlin melodramatic objection to Prussia in Kent. And certainly the resistance to these things was an

MECHANICAL "EARS": FRENCH ANTI-AIRCRAFT LISTENING - POSTS.

THE UPPER DRAWING BY GEORGES SCOTT.



DURING A GOTHAS RAID ON PARIS LAST YEAR: THE STAFF OF THE CENTRAL LISTENING-POST AT WORK AND (ON RIGHT) TELEPHONING INSTRUCTIONS TO THE GUNS.



WITH AN OBSERVER (ON THE LEFT), ON A PIVOTAL CHAIR, GUIDING THE ORIENTATION OF THE APPARATUS BEHIND: A FRENCH LISTENING-POST.

These illustrations show some interesting details, which during the war it was not advisable to reveal, concerning the use of listening-posts in anti-aircraft defence. The aid of science was called in to supplement the powers of the human ear, and mechanical listening apparatus was devised, by means of which the approach of enemy aircraft could be detected, as well as their altitude and direction of flight. In the upper drawing the man on the right is seen telephoning the results obtained by the listeners to the anti-aircraft

artillery during a night raid by Gothas on Paris. In the lower illustration, on the left, is an observer seated in a pivotal chair, who is listening to the sound of the enemy aircraft engines and guiding the orientation of the stucco cap of the apparatus to the right, which can register the position of the machines. Experts can, of course, distinguish the sound of German and other air engines. Listening-posts were also used in anti-submarine operations and in underground mining.—[Drawings Copyrighted in the United States and Canada.]

A LADY'S GRAND NATIONAL: THE VICTORY OF THE FAVOURITE.

PHOTOGRAPHS BY C.N. AND SPORT AND GENERAL.



THE FAVOURITE WINS: POETHLYN (E. PIGGOTT UP)
PASSING THE POST.



THE WINNER OF THE GRAND NATIONAL:
MRS. HUGH PEEL'S POETHLYN.



SHOWING POETHLYN (THE WINNER) SECOND FROM RIGHT: TAKING THE WATER JUMP IN THE GRAND NATIONAL AT AINTREE.



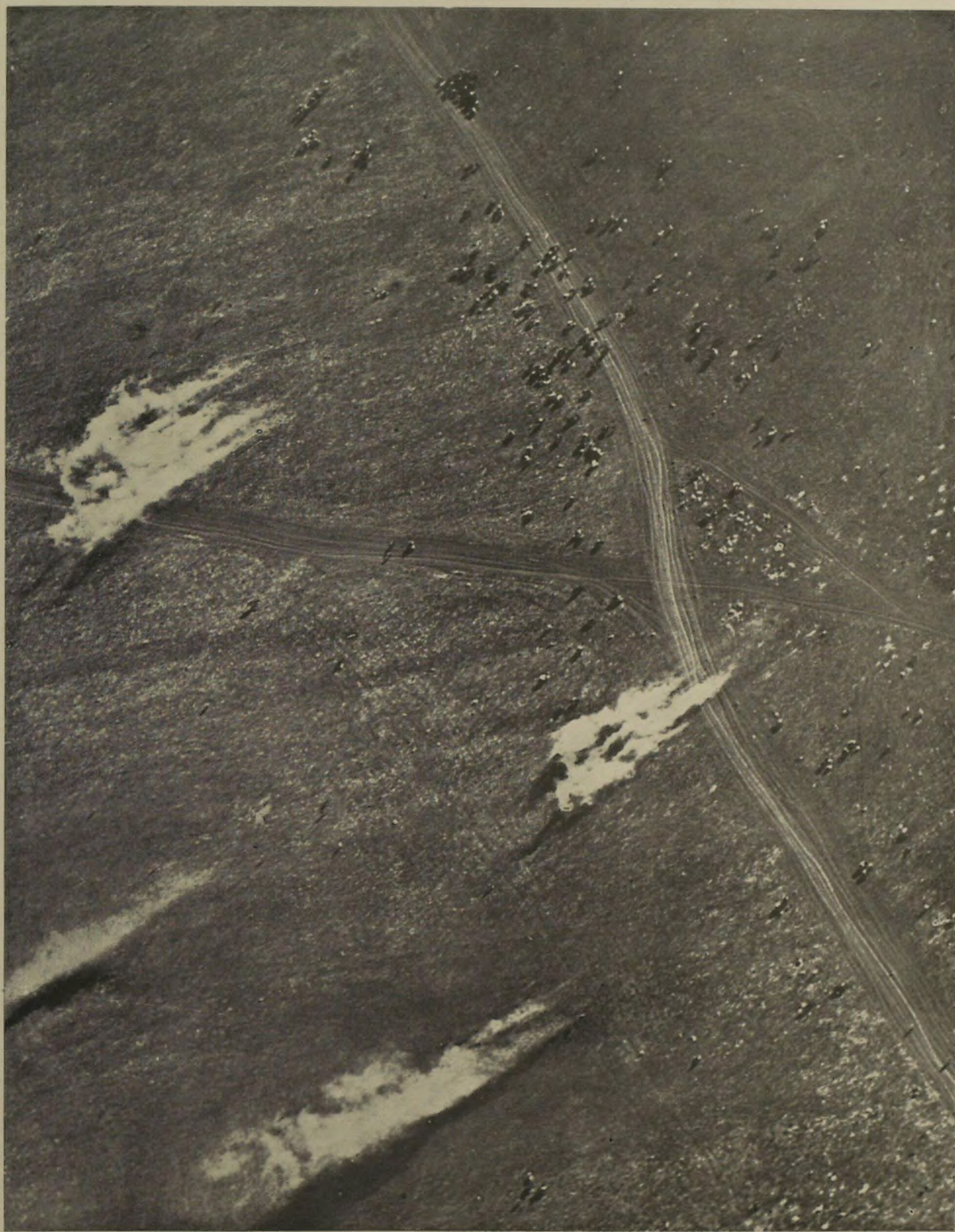
THE WORLD'S MOST FAMOUS STEEPLECHASE: THE WATER JUMP IN THE GRAND NATIONAL—A MOMENT BEFORE THE PHOTOGRAPH ABOVE.

Great interest was taken in the first Grand National to be run since the Armistice, at the meeting held at Aintree on March 28. The race ended in a victory for the favourite, Mrs. Hugh Peel's Poethlyn, ridden by E. Piggott. Mr. Hope Johnstone's Ballyboggan (W. Head up) was second, while third place was taken by Mr. J. L. Dugdale's Pollen

(A. Escott up). There had been some doubt whether Poethlyn would be able to stay the course of 4½ miles, with 30 big jumps, and whether he could concede 11 lb. to Ballyboggan. Poethlyn's weight was 12 st. 7 lb., and that of Ballyboggan, 11 st. 10 lb. Poethlyn took the lead after clearing Valentine's Brook the second time, and held it

THE WAR IN THE AIR EXHIBITION: TURKS BOMBED NEAR DAMASCUS.

FROM THE R.A.F. EXHIBITION OF COLOURED PHOTOGRAPHS AT THE GRAFTON GALLERIES.



WITH BOMBS FROM BRITISH AEROPLANES BURSTING AMONG THEM: TURKISH TROOPS SCATTERED ON THE ROAD TO DAMASCUS.

One section of the War in the Air Exhibition of coloured photographs at the Grafton Galleries, illustrating the invaluable services of the Royal Air Force during the war, is devoted to the campaigns on the Eastern front. It contains a remarkably interesting

series of photographs, one of which, taken in Palestine, is reproduced on this page. The Turkish troops seen lying about on the ground in scattered groups were bombed ceaselessly for several hours on the road to Damascus by British aeroplanes.

THE POSITION OF THE AMATEUR WIRELESS INVESTIGATOR.

ALTHOUGH the Armistice was signed over four months ago, there is no sign of the relaxation of the stringent prohibitions which were laid upon the activity of amateur wireless workers in 1914. The Government not only retains the control of wireless communications, but still forbids the possession of wireless apparatus by an amateur, and thus, with reconstruction already getting into its stride, there is a severe handicap to the progress of one of the most important applications of science.

An article which appears this month in the *Wireless World* draws attention to the state of affairs indicated above, and outlines the whole position of the amateur in relation to wireless telegraphy and its future development. It points out, firstly, that as the outcome of a widespread amateur movement the fighting Services, including the mercantile marine, were enriched at the very beginning of the war by a large number of skilled wireless men—amateurs—who, by virtue of the knowledge and experience gained whilst pursuing their hobby, were enabled to take their places in the ranks without first undergoing a long training. Surely it is due to these men—or such of them as survive—to grant them again the freedom they enjoyed before the war. In the second place, the

article discusses several of the more valid objections to amateur wireless work, and shows that, with properly framed regulations in force, no interference with Government or commercial stations need be feared. Genuine workers would, for their own sakes, be only too ready to detect and report amateur stations guilty of infringing the regulations. Then, as regards secrecy, it is a fact that none of the present systems of communication by electrical signalling is absolutely spy-proof; therefore, no amount of legislation can prevent the "tapping" of messages, and the chief results of such legislation would be to deprive hundreds of innocent people of a useful hobby and the community of the improvements they might make.

At the request of the *Wireless World*, three prominent scientists wrote stating their views on the subject, and one of them, no less an authority than Senatore Marconi himself, writes: "Had it not been for amateurs, wireless telegraphy as a great world-fact might not have existed at all. . . . I think, therefore, that the suppression of the work of amateurs would be against the public interest."

Dr. J. A. Fleming, M.A., F.R.S., etc., who has been intimately concerned with radiotelegraphy since the days of its infancy, and has made a large

number of practical contributions to the art, pointed out that many valuable inventions and a great deal of illuminating research have resulted from the efforts of amateurs, and that, if permission for non-official, private work is withheld, there will be a distinct bar to progress.

Dr. W. H. Eccles, D.Sc., A.R.C.S., M.I.E.E., Hon. Sec. of the British Association Committee for Radiotelegraphic Investigation, also contributes to the discussion by a letter in which he states his opinion that it is "not impossible to devise laws to impose such restrictions upon the emission of waves as will preclude interference with the public radio-service of the future, and yet allow of liberal opportunity for the experimental study of wireless telegraphy." Dr. Eccles indicates a method of remedying radiation from receiving aerials during beat reception, which, with other devices for stopping interference, would ensure the freedom of official and commercial working, and at the same time permit amateur installations to go ahead. In America the Alexander Wireless Bill, which proposed entirely to eliminate the amateur, has been defeated amidst a storm of protests from enthusiastic radio-experimenters all over the States. It is to be hoped that the British Government will take full note of this.

THE HISTORY OF BOARD-GAMES.

By E. B. OSBORN.

THE historical references in my recent essay on Chess and Draughts have brought me several letters from correspondents, one of whom asks for further information about the evolution of the simpler but perhaps more subtle game. The history of chess has already been fully and faithfully elucidated by Mr. H. J. R. Murray (the son of the late Sir James Murray, the greatest of all lexicographers, not excluding Dr. Johnson himself), who has once for all demonstrated the falsity of the popular notions as to its immense antiquity.

Those who continue to believe the Cox-Forbes theory that chess originated in a primitive four-handed dice-game played in India about 5000 years ago will believe anything. A later and more difficult variant of this theory put forward by Mr. Stewart Culin, in his fascinating "Chess and Playing Cards," sees in all existing board-games the survivals of processes of magic used to classify according to the four directions (E., S., W., and N.) objects or events which did not of themselves reveal their proper classification. This explanation fits the case, for example, of the Tarot cards very well indeed, but evidence for applying it to solve the problem of the ultimate origin of chess is altogether lacking. Chess, in point of fact, is

nowhere mentioned until the seventh century A.D.; and it was about 1000 A.D. that it passed from the Orient to the Occident, from which time onwards *nard*, or backgammon, was its only rival in the affections of the chivalrous classes.

The history of draughts has not been so thoroughly explored as that of chess. There are two theories as to its origin. The first, the older of the two, is that it is a deliberately simplified form of chess. The second and stronger theory is that the game is the result of the transference of *Alquerque de doze* to the squares of one colour on a chess-board. *Alquerque*, which originated in Spain (probably it came from the East), and is now played by American Indians in Arizona and New Mexico, who learnt it from the Spaniards, is the most complex of the ancient games known as *merels* (Latin, *marelli*—"coins" or "tokens"). The *merels* include Noughts-and-Crosses, Nine Holes, and Nine Men's Morris, all of which are very ancient games, their diagrams having been found in European lake-dwellings, in the oldest of the buried Troys, in Egyptian tombs, and in the Gokstad Ship and other remains of the Viking period. Most of them are still played by children, with whom they are a tradition passed along with the

help of grown-ups. In *Alquerque* (there is an inscribed board in the cloisters of Norwich Cathedral) each player has twelve men, which are arranged on the intersection points of a board with 4 by 4 squares, one vacant point being that left in the centre. A man can move to any adjacent vacant point, and he captures, as at draughts, by leaping over an opposing man to the square beyond in a straight line, and he may capture any number of men in a single move. The penalty of "huffing" is incurred by a man which does not capture when it can do so. The move of the men in *Alquerque* is that of the Queen in mediæval chess, the game as it was before her mobility was so vastly increased in the *scacchi alla rabiosa* (mad chess) of the Renaissance which is the modern form. When *Alquerque* was transferred to a chess-board, only half the squares could possibly be used, the men had to be arranged differently, and a right of return into the field of play given when the limit of the board was reached—hence the crowning of a man in draughts. The name *Damas* (Fr. *Dames*, It. *Dama*), which took the place of the Castilian *marro de punto* and the Sicilian *marella* as soon as the likeness of the move to that of the mediæval Chess-Queen was noticed, is not enough to warrant the theory that draughts is a deliberately simplified chess.

THE NAVIES AFTER THE WAR.

By ARCHIBALD HURD.

FIVE years ago it was thought by many persons unfamiliar with the principles of strategy that a naval war would be marked by a series of fiercely contested battles, and that, as a result, the forces engaged would suffer overwhelming losses. That has not been our experience during the struggle which the Peace Conference in Paris is now bringing to an end. Only one general fleet action—the meeting off the Jutland coast—took place, although there were three other minor encounters in which battle-cruisers were concerned: the dash into the Bight, the running fight from the Dogger Bank to Borkum Riff, and the battle of the Falkland Islands.

From all causes, twenty-four capital ships—battle-ships and battle-cruisers—were destroyed by the enemy or as a result of accident, and of these two-thirds belonged to the British Fleet, France losing four, Italy three, Japan one, and the United States none. The casualties among cruisers, destroyers, and submarines were far heavier even in proportion to the numbers employed. Nearly 300 submarines were either sunk or rendered unfit for further service by one cause or another. But, though altogether about 1,250,000 tons of war-ships were destroyed,

most of the large vessels were of old types, and in fighting power the Allied Fleets have emerged from the struggle stronger than they were five years ago, owing to the progress of new construction; while the navies of Germany and Austria-Hungary, responsible for the pre-war competition in naval armaments, as well as the Russian Fleet, have disappeared. There were eight great Naval Powers five years ago, and to-day there are only five.

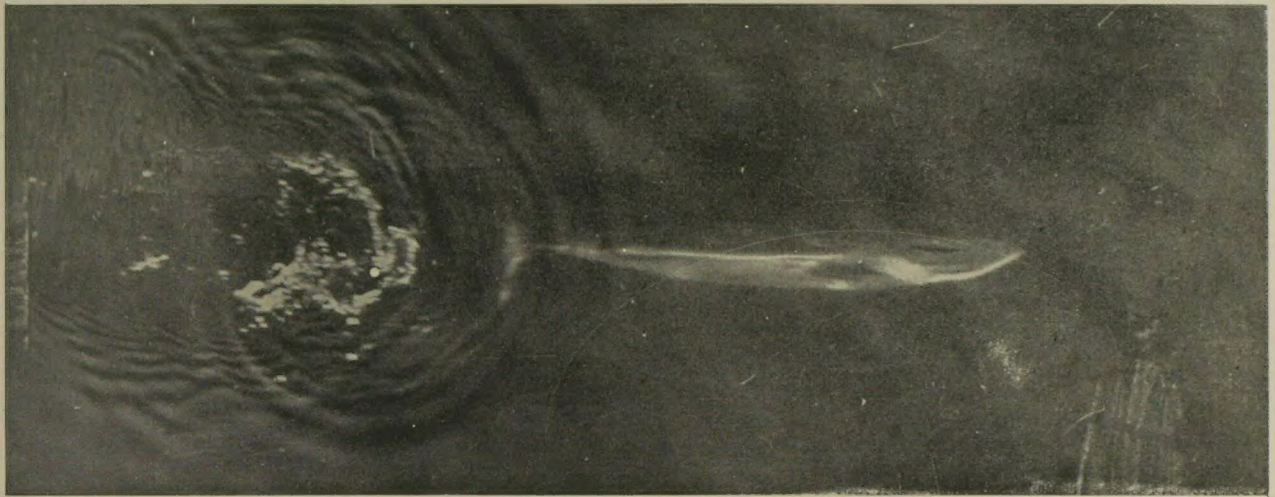
The British Navy stands to-day in a position of primacy which it has never occupied before in any period of its history. This conclusion is supported by a series of comparative figures prepared by the Navy Department at Washington for the information of Congress. In battle-ships not more than twenty years old our lead is great, since we possess 55, France 18, and Italy 11. The British Fleet is the only European force with battle-cruisers, of which 9 remain. Our 97 cruisers and light cruisers compare with 19 under the French and 11 under the Italian ensigns; 369 British torpedo-boat destroyers compare with 65 French and 47 Italian. We own more submarines than those other Allied Fleets combined—140 as compared with 136. Nor is the naval outlook unsatisfactory if

we look beyond British waters. Though the United States is building a large number of vessels of different types, the American Fleet includes only 39 battle-ships; 2 battle-cruisers are under construction of the 6 authorised by Congress, but they will not be ready for commissioning until next year or the year after. As to the Japanese Navy, it contains 13 battle-ships and 7 battle-cruisers, and an additional battle-ship is on the slips.

In the light of those figures, it is apparent that even if we extend our glance beyond European waters, where only two other navies of any account remain, the predominance of the British Fleet, judged by matériel, is far above a Two-Power standard. But the war has shown that a mere "counting of noses" is no sure and complete test of a country's naval standing, for on this basis Germany was our close competitor. As the British Navy bore the brunt of the burden of the naval war, so also it has acquired the greatest experience. The Admiralty has become the repository of a mass of information representing the hardly-won lessons of the struggle; and the officers and men of the Fleet have passed through an ordeal which has left them without rivals as the interpreters of naval doctrine.

THE WAR IN THE AIR EXHIBITION: WHALES MISTAKEN FOR SUBMARINES

FROM THE R.A.F. EXHIBITION OF COLOURED PHOTOGRAPHS AT THE GRAFTON GALLERIES.



A WHALE SWIMMING UNDER WATER PHOTOGRAPHED FROM THE AIR: SHOWING THE RESEMBLANCE TO A SUBMARINE WHICH CAUSED MANY TO BE BOMBED.



A "NEUTRAL" OF THE SEAS OFTEN MISTAKEN FOR A U-BOAT: AN AIR PHOTOGRAPH OF A LARGE WHALE SPOTTED FROM A BRITISH AIR-SHIP.

The War in the Air Exhibition of coloured photographs, illustrating the wonderful work of the Royal Air Force during the war, is one of extraordinary interest. It is being held at the Grafton Galleries, in Grafton Street, New Bond Street, and the opening ceremony, performed by Major-General the Right Hon. J. E. B. Seely, was arranged to take place

on April 2. The photographs on this page show how easy it was for observers in the air to mistake a whale for a submarine. In half-lights, these huge monsters bore a strong resemblance to a submerged U-boat, and, as the rule in war was "When in doubt, bomb," a good many of them were killed by our aircraft.

THE WAR IN THE AIR EXHIBITION: BRITISH AEROPLANES OVER THE ALPS.

FROM THE R.A.F. EXHIBITION OF COLOURED PHOTOGRAPHS AT THE GRAFTON GALLERIES.



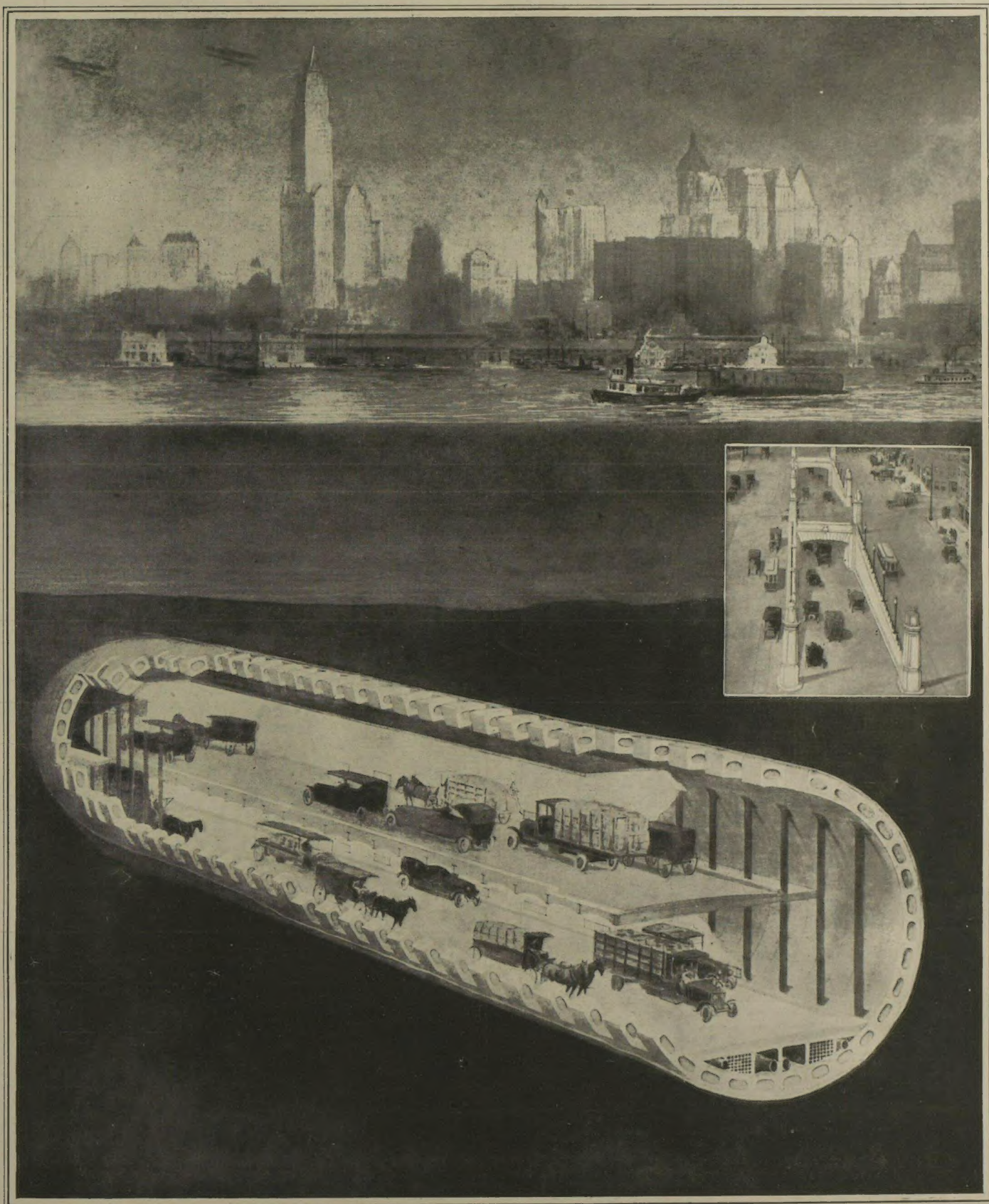
RECALLING THE RECENT DEATH OF CAPTAIN PALLI: A SQUADRON OF BRITISH AEROPLANES FLYING OVER ALPINE PEAKS DURING THE WAR.

This wonderful photograph, taken in mid-air above the Alps, is among those on view at the Royal Air Force Exhibition of coloured war photographs at the Grafton Galleries. It illustrates vividly the perilous nature of the work carried out by our aircraft on the Italian front during the war. To the ordinary risks of war was added the danger of flying over mountains, where an enforced descent would mean inevitable disaster. The photograph recalls the recent fate of the well-known Italian aviator, Captain Natale

Palli, who was the favourite pilot of Major Gabriele d'Annunzio. Captain Palli was flying over the Alps when apparently his engine went wrong. With marvellous skill he landed on a glacier 9000 ft. high, but in climbing down the mountain he was caught in a snowstorm and died of exhaustion and exposure. His body was found two days later within 200 yards of a mountain hut. In the war he made 140 raids over the enemy lines.

NEW YORK'S "CHANNEL TUNNEL" PROBLEM: A SUB-HUDSON SCHEME.

BY COURTESY OF THE "SCIENTIFIC AMERICAN."



TO CONNECT NEW YORK AND JERSEY CITY: A PROPOSED DOUBLE-DECK VEHICULAR TUNNEL UNDER THE HUDSON RIVER—
A SECTION IN PERSPECTIVE, AND (INSET) ENTRANCES TO THE UPPER AND LOWER LEVELS.

"The Hudson River," says the "Scientific American," from which these illustrations are reproduced, "is at once a valuable asset and a serious handicap to the city of New York. Except for the three railroad tunnels, the only means of travel between the metropolis and cities on the Jersey shore is by ferry. The inadequacy of this means of communication was clearly demonstrated during the war. . . . The tunnel recommended by General George W. Goethals, consulting engineer for the New York State Bridge and Tunnel Commission . . . consists of a tube 42 ft. in diameter, built of pre-cast concrete blocks, 3 ft. thick, so that the inside diameter of the tube is 36 ft. A central horizontal diaphragm

separates the tunnel into a lower west-bound and an upper east-bound roadway. The roadways are 24 ft. 6 in. wide, and with 13 ft. of head room they provide room for three lines of traffic on each roadway. Slow horse-drawn trucks must keep to the right, motor trucks must hold the centre line, and high-speed passenger cars the extreme left. . . . The only problem is that of ventilation. . . . Since our cuts (illustrations) were made, the design has been slightly modified, and the horizontal partition beyond the side walls (as shown in the sectional view) has been eliminated, making the total cross-sectional area of the air-ducts 250 square feet. . . . Provision is made for two large ventilating towers."

SEA-LIONS THAT HUNTED U-BOATS.

A Remarkable Naval Experiment.

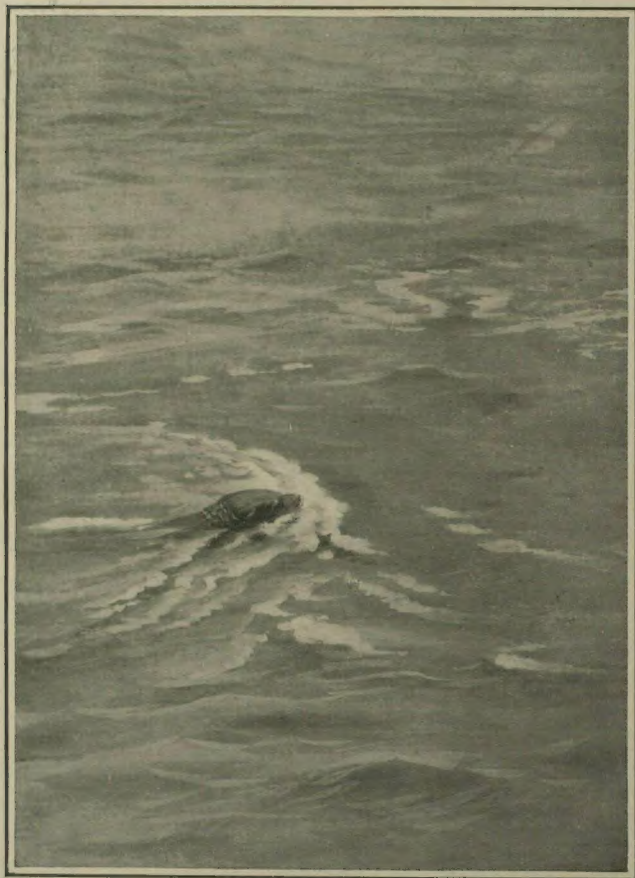
IN the summer of 1917 the Admiralty hit on a novel way of hunting submarines. It was simply to employ tame sea-lions (*Otaria Gillespie*) to track them down—the idea being that the sea-lion could be taught to distinguish the noise of the submarine's propeller and to follow it in the hope of getting food. A buoy would be attached to the animal, and a trawler would follow the buoy and drop a depth-charge when the sea-lion appeared to have found the submarine. The sea-lion would be released when a U-boat was suspected to be in the vicinity. To do this, two of the animals were purchased, and experiments were first carried out in a lake. Noises were made under water on one

sounding the buzzer at the same time—this was to accustom the animal to the propeller. This also was successful, although the motors had to be stopped when he was near. A small, light, cigar-shaped float painted red was tied round the animal's neck by a long piece of gut. In this manner the animal's whereabouts was ascertained as he towed it along with him on top of the water. A portable cage was then made on the top of a steam-boat, and the animals were taken outside. The same practice was carried out with the buzzer and propellers, only at increased distances.

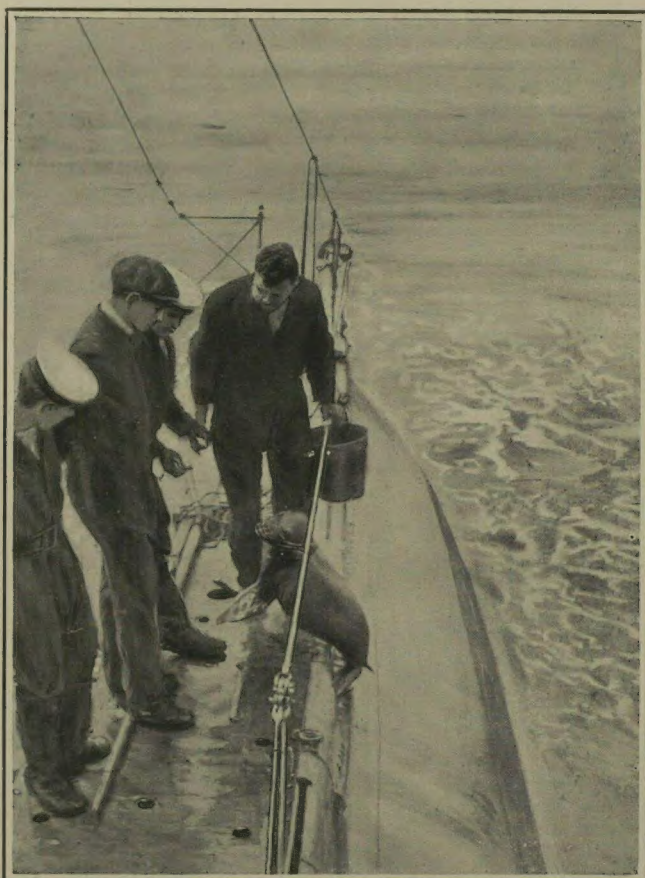
The animals were fitted with small wire muzzles to prevent them going on a fishing expedition of

near the periscope, would signal the fact to the Captain of the submarine, who was watching through the periscope. The submarine would then stop motors and come to the surface. On several occasions the animal was on deck "barking" for food even before the Captain could open the conning-tower hatch. This ended the experiments.

The chief objections to this method of hunting submarines were that the animal would swim after any passing noise—such as another ship's propellers—and that the floats were very unsatisfactory. It was impossible to have a bigger float owing to the strain on the animal's neck,



A SEA-LION TRAINED TO HUNT SUBMARINES: "QUEENIE" UNDER WATER, COMING ALONGSIDE AT SPEED.



AFTER LOCATING A SUBMARINE: A SEA-LION (DURING ITS TRAINING) CLIMBING ON DECK.

side, and the animal, on jumping in, heard the noise and swam towards it, being rewarded when he found it by a feed of fish. The noise was made by an electric buzzer under water. After a large amount of this practice, the animal was able to locate the sound each time. The animals were then taken down to Portsmouth, and practice was carried out with a real submarine. The first experiments were carried out with the submarine in harbour with the buzzer. This was successful. The animal was thrown overboard some distance off, swam to the submarine, and jumped on board for his accustomed feed of fish—which he got. This was done several times to accustom him to the submarine.

The next development was, while still in harbour, to do a few revolutions with the propeller,

their own. The lower right-hand photograph on the opposite page shows "Billy" on the deck of the submarine, with his muzzle on. He is being fed by his keeper through a trap-door in the muzzle. The line going to the float can be plainly seen attached to his collar.

The practice was then carried out without the buzzer, the submarine using her motors only. After about a week of this, the animal would discover the sound and jump on board. Great difficulty was experienced owing to passing steamers, which the animal would hear and chase after. The final stage of practice was with the submarine diving. This was rather taking a risk with the submarine's propeller. The men in the steam-boat, as soon as the float was observed

and the small float was very difficult to see at a distance. The line, too, was continually breaking; and for the same reasons it was impossible to have a heavier and stronger line. Thin wire was tried, but that was also unsatisfactory. Also, when the weather was warm the animals did not behave so well.

The two animals were Californian sea-lions (*Otaria Gillespie*), one male and the other female. The male was found to be much more intelligent and teachable than the female. Perhaps the fact that he had been a bit longer in captivity and was a bit older had something to do with it. We "lost" the animals several times, but they always eventually returned home on noises being made under water.

SEA-LIONS THAT HUNTED U-BOATS: A REMARKABLE NAVAL EXPERIMENT.



AN AQUATIC ANIMAL TRAINED IN U-BOAT HUNTING: A SEA-LION CLIMBING UP THE SHELL-BACK OF A SUBMARINE.



AT REST ON THE DECK OF A SUBMARINE WHICH IT HAS TRACKED: A SEA-LION BEING TRAINED BY THE NAVY.



ON FRIENDLY TERMS WITH ITS COMMANDING OFFICER: A SEA-LION ON BOARD A SUBMARINE.



CLEVERER THAN HIS WIFE: "BILLY" BEING FED BY HIS KEEPER THROUGH A TRAP-DOOR IN HIS MUZZLE.

There is no end to the ingenuity of the Navy. We frankly confess that when these photographs and the accompanying article (on the opposite page) first reached us, we regarded the matter in the light of a hoax, but, after making full inquiries in authoritative quarters, we are satisfied as to their authenticity. The story that a pair of Californian sea-lions were trained to hunt submarines seemed on the face of it one to be recounted

to the Horse Marines. Nevertheless, it turned out to be true, showing once more that truth may be stranger than fiction. After all, various animals and birds, including dogs, pigeons, and white mice, played a useful part in the war. Then why not sea-lions? The article before-mentioned explains how they were trained and what they were intended to do. The male sea-lion, Billy, proved cleverer than his mate, Queenie.



THE ORGANISATION OF THE AIRCRAFT INDUSTRY.

By C. G. GREY,
Editor of "The Aeroplane."

IN these days of trades unions and trusts, committees of workmen and combines of gigantic firms, it is becoming more and more an axiom that "Union is strength." The very problematic future of the aircraft industry makes it obviously important for that industry to organise in self-defence against whatever may befall. Either foreign competition or Government interference with the freedom of the air might well wreck an industry which was disunited and unorganised. Happily, the aircraft industry is singularly well united and well organised, and it is of its particular trade society that one desires to discourse on this occasion. The subject may seem dull, after all that one has read about the prowess of our aviators and the performances of our aeroplanes; but it is well that those who take an interest in the future of British aeronautics should have some knowledge of the forces which will determine the course of our aeronautical progress in time to come.

Before the war the half-dozen or dozen small firms which, together with the aircraft departments of three or four big firms, formed the whole aircraft industry as then existing, were entirely unorganised. The chiefs of these various firms knew one another personally, and as a rule were the best of friends. They met in the Aero Club—not in those days Royal—and they debated one with another at the meetings of the Aeronautical Society, which was not then Royal either, though the oldest society of its kind in the world. But they were not united in any trade or industrial society, and they never acted together for their common good. The result was that though on many matters they thought alike, they had no cohesion and could not use their combined strength.

For example, before the war and in the early days of the war the official policy of the War Office was to have the aeroplanes and engines for the Royal Flying Corps designed by the staff of the Royal Aircraft Factory at Farnborough, and built partly at Farnborough and partly by outside firms, some of which firms had no idea—and, indeed, no intention—of designing aeroplanes or engines of their own. It was evident to all who wished for progress that this policy would remove all competition, and would hold back the production of new and improved aircraft. But the aircraft industry was not organised, and could bring no pressure to bear. The Admiralty, on the other hand, under Mr. Churchill, adopted a diametrically opposite policy, and bought experimental aeroplanes and engines for the Royal Naval Air Service from all and sundry who had anything promising to offer. The result was that the R.N.A.S., buying purely the produce of competition, obtained always the best machines.

It was fortunate indeed that the Admiralty adopted this course, for otherwise the infant aircraft industry must have died, and the Flying Services would have been left without any sources of supply when war showed that we needed constantly increasing numbers of better and better aeroplanes. The truth of this has been evident to

all who have been in touch with the Flying Services towards the end of the war, for any active service aviator will bear witness to the fact that the "trade"-designed aeroplanes and engines were far and away better than the official products. Those of us who agitated violently before the war and during the first two years of the war in favour of the R.N.A.S. policy as against the R.F.C. policy have now been more than justified in our existence by Major-General Seely, now Under-Secretary of State for the Air Force, who, as Lieutenant-Colonel Seely, was Secretary of State for War when the R.F.C. policy was instituted.

Speaking at a banquet given by the Society of British Aircraft Constructors the other evening, he acknowledged handsomely that the R.N.A.S. policy

R.F.C. policy was trending, felt that it was absolutely necessary for it to combine in self-defence or allow the Government orders for aircraft to drift off into the hands of firms who were not really aircraft firms at all. Also, the trade knew full well that this would result in the active-service aviators being deprived of the best possible fighting machines, for it is well to recognise that in no industry concerned with the war have the actual producers of war material been so closely in touch with and so deeply concerned for the users of their products as those in the aircraft industry.

The result of this feeling was that in 1916—when the R.F.C. in the field was having a very poor time—there took place in London a little meeting which deserves to be historic. It happened in the office of the Aircraft Manufacturing Company, Ltd., and there were present Mr. Holt Thomas, the chief of that firm; Mr. R. O. Cary, managing director of the Sopwith Aviation Company, Ltd.; Mr. H. White Smith, the secretary and a director of the British and Colonial Aeroplane Company, Ltd.; and the late Major H. F. Wood, manager of the aviation department of Vickers, Ltd. From the deliberations of those four sprang the S.B.A.C. As soon as its formation was made known, every aircraft firm in the country joined it; and many firms, chiefly in the motor trade, who were building aircraft or aero-engines under contract, but were not designing, also joined. And so in a few weeks there came into being one of the strongest and best organised industrial associations in this or any other country.

Happily, the S.B.A.C. adopted a wise policy of peaceful penetration at the Air Board, which afterwards became the Air Ministry. Also Sir William Weir—later to become Lord Weir—who was in charge of aircraft production, being himself a very wise and experienced business man, welcomed the opportunity of dealing with a properly organised industry. And Mr. H. White Smith, who was elected chairman of the Council of the S.B.A.C., and Mr. C. V. Allen, the secretary, have handled all the society's business with the greatest tact. The result is that to-day the society is practically a partner with the Air Ministry in deciding the aeronautical policy of the British Empire. The S.B.A.C. has been consulted in drawing up our new Air Laws. Mr. White

Smith is one of our imperial representatives at the International Air Convention in Paris. The erstwhile despised "trade" has at last come into its own.

The banquet to which one has referred seemed to set the official seal on the S.B.A.C.'s position. The aeronautical community gathered there its own particular Secretary of State, Mr. Churchill—or at any rate the half of him which does not belong to the War Office—its own Under-Secretary of State, its own Controller General, and the heads of every department at the Air Ministry. It made one wonder whether any other industry could have done as much. And those who were present were inspired, by the general atmosphere of the gathering, with the greatest confidence in the future of British aeronautics, thanks to the evidently cordial co-operation of the Air Ministry and the aircraft industry.



AT THE R.A.F. EXHIBITION OF COLOURED PHOTOGRAPHS: THE EXPLOSION OF A 100-LB. SMOKE-BOMB DROPPED FROM A SEAPLANE.

The Royal Air Force Exhibition of coloured photographs, illustrating the wonderful work of the R.A.F. in the war, was opened at the Grafton Galleries on April 2, and is to remain open for two months.

R.A.F. Official Photograph.

had been right. He said that he at the War Office and Mr. Churchill at the Admiralty had in those days before the war been in competition as to which of them could extract the most money from the Treasury for aircraft. He said that he himself had won, but that he was now inclined to think that Mr. Churchill had spent his money in the best way. There certainly was the *amende honorable* for what many of us considered to be his past errors.

It is noteworthy that this confession of new faith should have been made at a banquet given by a society which now unites in itself every firm of every species of any importance in the aircraft industry. The society in question is the Society of British Aircraft Constructors, more commonly known as the S.B.A.C., and it actually came into existence because the "trade," seeing whither the

NEMESIS OVERTAKES BERLIN: BOMBS; FLAME-PROJECTORS; MINENWERFER.

PHOTOGRAPHS BY TOPICAL.



GERMANY EXPERIENCES THE HORRORS OF WAR SHE INFLICTED ON THE ALLIES: GOVERNMENT TROOPS, WITH FLAME-THROWERS AND GRENADES PROTECTING AN UNDERGROUND STATION IN BERLIN.



"FIRING HEAVY ARTILLERY AT CROWDED TENEMENTS MEANS A BUTCHER'S BILL OF SEVERAL THOUSANDS":
A MINE-THROWER IN THE ALEXANDERPLATZ, BERLIN.

By the irony of fate, Berlin has suffered at the hands of her own people the terrors of air-raids and bombardment which she escaped in the war. During the recent street fighting between Government troops and Spartacists, nearly every form of slaughter devised by the Germans against the Allies—flame-throwers and mine-throwers, shells and hand-grenades—was used with terrible effect. "For some hours," writes Mr. George Young, "a regular barrage was laid down on the Alexanderplatz and neighbouring streets,

in which machine-guns, field-guns, and minenwerfer were freely used. The insurgents' positions were made untenable by aeroplane observation and bombing. . . . Firing heavy artillery at crowded tenement houses means a butcher's bill of several thousands, mostly women and children, and damage to property of several millions. . . . The Government . . . left the whole matter to Noske (Minister of National Defence), who, in turn, left it to his military advisers, Majors Gilsa and Hammerstein. . . . The result has been civil war."

SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

AMONG other consequences of the War may be numbered the postponement of a reform of the calendar. The efforts on the part of Julius Cæsar, and then, many centuries later, of Pope Gregory, have given us a mode of recording time which, although a great improvement on its predecessors, is yet at once incorrect and cumbrous. The earth does not complete its revolution round

A NEW CALENDAR.

The French Académie des Sciences have now, however, taken the matter up, and have put forth a scheme which has every likelihood of passing. This scheme provides for the creation of four quarters of the year, each of which shall contain

one month of thirty-one days and two others of thirty-a-piece. There is a slight difference of opinion as to which the longer month should be, M. Bigourdan wishing that this should be the one which begins the quarter, while M. Deslandres would make it that which winds it up. For clearness' sake, I will take only the last, which seems to me the more practical of the two, and we then have the following result: January, February,

Thus in January, April, July, and October the days of the week would be—

Monday	- 1st	8th	15th	22nd and 29th.
Tuesday	- 2nd	9th	16th	23rd and 30th.
Wednesday	- 3rd	10th	17th	and 24th.
Thursday	- 4th	11th	18th	and 25th.
Friday	- 5th	12th	19th	and 26th.
Saturday	- 6th	13th	20th	and 27th.
Sunday	- 7th	14th	21st	and 28th.

In February, May, August, and November, on the other hand, they will be—

Monday	-	6th	13th	20th	and 27th.
Tuesday	-	7th	14th	21st	and 28th.
Wednesday	- 1st	8th	15th	22nd	and 29th.
Thursday	- 2nd	9th	16th	23rd	and 30th.
Friday	- 3rd	10th	17th	and 24th.	
Saturday	- 4th	11th	18th	and 25th.	
Sunday	- 5th	12th	19th	and 26th.	

While in March, June, September, and December they would be—

Monday	-	4th	11th	18th	and 25th.
Tuesday	-	5th	12th	19th	and 26th.
Wednesday	-	6th	13th	20th	and 27th.
Thursday	-	7th	14th	21st	and 28th.
Friday	- 1st	8th	15th	22nd	and 29th.
Saturday	- 2nd	9th	16th	23rd	and 30th.
Sunday	- 3rd	10th	17th	24th	and 31st.

This would, however, make only 364 days in all, leaving one unaccounted for; and M. Deslandres suggests that this should follow directly after June 31, should have neither day of the week or day of the month attached to it, and should be called *Jour de Paix*, or Peace Day. Every Leap Year it would be necessary to intercalate another day, which he would put after Dec. 31, calling it *Jour en Plus*, or Leap Day.

Among the advantages of such a scheme are that periodical payments, such as dividends, bills of exchange, rates and taxes would always fall on the same day of the week and month in every year; astronomers and historians would no longer have to allow for changes of calendar; and we should not have to buy a fresh almanack once a year, as we do now. The date of Easter might also be fixed; if the ecclesiastical authorities could agree on a date; and the signing of the Peace Treaty would make what the Hun calls an "epoch" easy to remember.—F. L.



THE NAVY'S WORK IN MESOPOTAMIA: THE LAUNCH (SIDEWAYS) OF H.M.S. "GREENFLY" AT ABADAN, ON THE SHAT-EL-ARAB.

The "Fly" class consisted of a number of fast shallow-draught and heavily armed boats specially designed for use on the Tigris, where they did good service in the Mesopotamian campaign, under very hazardous conditions, as every point on the river had been carefully ranged by the Turkish artillery. The boats were sent out in parts and assembled by the Anglo-Persian Oil Company's Works at Abadan, on the Shat-el-Arab.

the sun in the 365 days which we allot to it, so that in the year 4609 a whole day will have to be knocked out of the list, unless all calculations are to be falsified. This may not seem a matter of immediate concern save to those who think they have discovered the Philosopher's Stone; but it has some importance in astronomy, where the figures get so enormous that one has to reckon time not by solar but by "light years," or the time which it takes a ray of light to reach us from certain heavenly bodies. More patent inconveniences are that it is practically impossible for the layman to find out without an almanack what day of the week any particular date a few years ahead will fall upon, or to know when Easter will arrive without working out a complicated sum from the table in an old-fashioned Prayer-Book. Muddle-headed people like myself often curse the confusion which transmogrifies October, November, and December, obviously the eighth, ninth, and tenth months of the year, into the tenth, eleventh, and twelfth.

This state of things has not escaped the eyes of our watchful men of science, and before the war the International Association of Academies appointed a committee which was to draw up a scheme for a reform of the calendar, to be drawn up after consultation with the chief dignitaries of the Christian, Mohammedan, and Jewish religions during 1914-1916. Holland's representatives were the only ones who voted against this, and Italy and Denmark abstained; but the whole affair was placed under the direction of the Berlin Academy, who during the two fateful years were too much occupied in increasing or apologising for the horrors of war than in making things comfortable for peace.

April, May, July, August, October, and November would be months of thirty days; March, June, September, and December would be months of thirty-one days. But the year would always begin with Monday, Jan. 1, and every day of the week would fall on the same day of the month in every year.



BROUGHT OVERLAND IN PARTS AND ASSEMBLED ON THE SPOT: ONE OF THE "FLY" CLASS BUILT FOR THE TIGRIS: LAUNCHED AT ABADAN

CIVIL WAR IN BERLIN: SCENES OF THE RECENT STREET FIGHTING.

PHOTOGRAPHS SUPPLIED BY TOPICAL



A BARRICADE OF PANTECHNICS: A STREET BARRIER IN THE PRENZLAUERSTRASSE.



WITH AN ARMoured CAR (ON THE LEFT): TROOPS GUARDING A RAILWAY STATION.



DAMAGED BY ARTILLERY FIRE: THE EXTERIOR OF THE MINISTRY OF MARINE.



WHERE 12 PEOPLE WERE KILLED BY A BOMB: A WRECKED HOUSE IN THE FURSTENWALDERSTRASSE.



EFFECTS OF SHELL-FIRE: A DAMAGED BUILDING IN THE SCHUTZENSTRASSE.



RED CROSS NURSES AT WORK: BANDAGING WOUNDED MEN IN THE FRANKFURTER ALLEE.



COMMANDING GOVERNMENT TROOPS: OFFICERS STUDYING MAPS IN A WRECKED SHOP IN THE ALEXANDERPLATZ.

Street fighting in Berlin, between the troops of the Scheidemann Government (consisting of volunteers and the loyal portion of the Republican Guard) and the revolutionary Spartacist forces, was renewed on March 4, following on a general strike which began the previous day, and it continued until March 14. Both sides used machine-guns, minenwerfer, field-guns, and armoured cars. The Government troops were ultimately victorious, mainly owing to their employment of aeroplanes for bombing barricades and strong points. The

total casualties were estimated at several thousands, and the hospitals were crowded with wounded. Writing on March 15, Mr. George Young says: "I saw many Spartacist casualties cleared from the Underground Railway entrance in the Alexanderplatz, where were posted two Spartacist field-guns, until the tunnel behind was broken through by minenwerfer (mine-throwers). . . . Berlin is now quiet under the severest form of martial law."

GERMANY SURRENDERS 3,500,000 TONS OF SHIPPING: "LOST LINERS."

PHOTOGRAPHS BY C.N.



SURRENDERED GERMAN LINERS IN THE SOLENT: (L. TO R.) THE "CLEVELAND," "CAP FINISTERRE," AND "PATRICIA."



WITH A LARGE SEA-GOING UNITED STATES DESTROYER ALONGSIDE: THE SURRENDERED HAMBURG-AMERIKA LINER "CLEVELAND."



A SURRENDERED SHIP AT SOUTHELD: THE GERMAN CREW LEAVING.



DRESSED IN HIS BEST FOR THE OCCASION: ONE OF THE GERMAN CREW OF A SURRENDERED SHIP LEAVING HER.



ON BOARD THE "CLEVELAND": THE GERMAN CREW LEAVING.



ON BOARD ONE OF THE SURRENDERED SHIPS AT SOUTHELD: BRITISH NAVAL OFFICERS QUESTIONING THE GERMAN OFFICERS.



ON BOARD A U.S. DESTROYER IN THE SOLENT: DISCONSOLATE MEMBERS OF A GERMAN CREW GUARDED BY AN AMERICAN SAILOR.

The surrender of Germany's merchant fleet lacked the spectacular formality of the great Naval capitulation, but in its way it was sufficiently impressive. Admiral Wemyss and his fellow-delegates at the Brussels Armistice Commission recently arranged for the handing over to the Allies at various ports of German ships to a total of about three and a-half million tons, as a condition of the revictualment of Germany. It was stated that, after surrender, they would be manned almost entirely, and those used for the transport of

troops exclusively, by British, French, or American crews. Mr. G. H. Perris writes: "Italy, being in possession of Austrian shipping, will have only a small proportion of the German. France will receive a number of ocean-going steamers, totalling from 75,000 to 100,000 tons. The remainder will be divided equally between the United States and Great Britain, and, America not being greatly interested in cargo tonnage, three-quarters of this will probably fall to us and a quarter to France. An Allied Economic

(Continued opposite.)

THE SURRENDER OF GERMANY'S MERCHANT FLEET: CHANGING CREWS.

PHOTOGRAPHS BY C.N.



1. SURRENDERED GERMAN MERCHANTMEN AT SOUTHEND: THE CREW OF THE "RIO PIRDO" GOING TO A DEPOT-SHIP TO RETURN TO GERMANY.

Commission is to be established at Hamburg to deal with freights and cognate matters. . . . The great Hamburg-America liner "Cleveland" (16,960 tons) and the "Patricia" (14,466 tons) arrived at Cowes on March 25, and other German ships (including the "Cap Finisterre") followed soon afterwards. American sailors replaced the

2. TRANSFERRING PROVISIONS TO A TENDER TO TAKE BACK TO GERMANY: MEN OF THE GERMAN CREW OF A SURRENDERED SHIP.

crews, and the ships, after taking American troops home from France, are to return with provisions for Germany. On the same day several surrendered ships, such as the "Burgomeister von Melle," the "Rio Pardo," the "Rugia," of Hamburg, and the "Alexandra Woermann," arrived at Southend, and five more reached the Firth of Forth.

THE BRITISH NAVY'S WATCH ON THE RHINE: THE ARRIVAL OF A FLOTILLA OF MOTOR-LAUNCHES AT COLOGNE.

DESKN AT COLOGNE BY CHARLES DE GRINDAL.



ACCOMPANIED BY TWO AEROPLANES: THE FLOTILLA OF BRITISH "M.L.'S." ON THE RHINE FORMING "LINE ABREAST TO STARBOARD" ON ENTERING COLOGNE ON MARCH 19.

The sight of the White Ensign patrolling the Rhine stirs the heart of every member of the British force that is privileged to see it. Six motor-launches have been at Cologne for a considerable time, but on March 19 four more sister ships arrived. They were sent at Bonn after their journey through the Canals by the First Rhine Flotilla and escorted in triumph to their station beside the Hohenzollern Bridge at Cologne. They came down stream in line ahead until nearing their destination, when the

signal went up from "M.L. 201," the flag-ship, and they swept down through Cologne waters two abreast, a glorious sight, much to the interest of the Germans who thronged the banks to see them. The above drawing was made from the stern of the flag-ship. The signal "Division, Line Abreast to Starboard," has just been given, and is being repeated down the line, while a couple of military aeroplanes roar overhead.—(Drawing Copyrighted on the United States and Canada.)

OUR WATCH ON THE RHINE: BRITISH MOTOR-LAUNCHES PATROLLING.

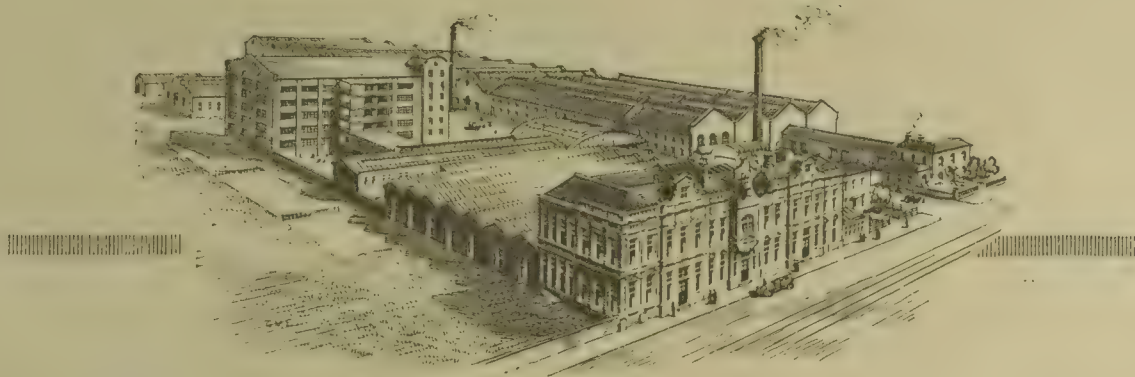
DRAWN BY CHARLES DE GRINEAU.



PUTTING ABOUT AT THE END OF THEIR "BEAT": BRITISH SUBMARINE-CHASERS PATROLLING THE RHINE BETWEEN BONN AND DÜSSELDORF.

British motor-launches patrol the Rhine in the British area of occupation from a point above Bonn to the Belgian zone at Düsseldorf. They are armed with 3-pounder quick-firers and Lewis guns, and are manned by hardy and experienced crews. The arrival of the complete flotilla of ten "M.L.'s" at Cologne is illustrated on the preceding double-page. The boats had an adventurous voyage from Portsmouth, lasting, seven weeks. Twelve left England on December 21, but two were sunk in a gale on the way to Havre, their

crews being rescued, and two others were badly damaged. The rest made their way in stages across France by river and canal, passing successively through Rouen, Paris, Charenton, Chateau-Thierry, Epernay, Chalons, Bar-le-Duc, Verdun, Toul, Zabern, Strasburg, Ludwigshafen, Mayence, Coblenz, Bonn, and Cologne. Towards the end they were much impeded by ice on the canals, and only five boats reached Cologne on February 6. Eventually there will be twelve in the Rhine service.—[Drawing Copyrighted in the United States and Canada.]



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LADIES' NEWS.

THE Queen of Roumania's visit here will, it is hoped, have served to take her Majesty's mind off her many anxieties. A keen personal one is that about her mother, the Grand Duchess Marie of Saxe-Coburg-Gotha, only daughter of Tsar Nicholas II., aunt of his late ill-fated Majesty Tsar Nicholas III., and widow of the late Duke of Edinburgh. Nothing has been heard of her these several months. As a Romanoff and a participant in the Romanoff fortune, her Imperial Highness had to spend a portion of each year in Russia. The peril to her in such a proceeding at the time of the revolution is apparent. In her sixty-sixth year, she is a Princess of parts—very clever, witty and bright, a great reader, a fine draughtswoman, with a taste especially for architectural drawing, and a lover of music. Here, she never gained the affections of the people, due largely to a prejudice created by diplomatic muddling which claimed, on her arrival as a bride among us, that, as the daughter of the Tsar of All the Russias, she should be accorded precedence over our own beloved Princess of Wales, now Queen Alexandra. Britons would have none of that—but wrongfully blamed the bride herself. The idolised only daughter of a great Tsar and autocrat, the wonder was that she took up the minor position accorded to her, and held it always diplomatically and contentedly, and was a special favourite with Queen Victoria and other members of the Royal Family. It is much hoped that it will prove that her neglect to communicate is due to hiding only, and that no ill fate has overtaken her.

As if a bitter nor-easter and lack of fuel for sufficient heating were not enough, women leaders of the vogue have introduced ostrich fans only a few sizes smaller than those waved for the behoof of Persian Princesses in the mid-day heat of the Orient. Fashion was ever a contrary jade, and, having decreed a display of ostrich plumes in every possible position—why, ostrich plumes it has to be. Their agitation of the only a little less than icy air is one of the penalties that are cheerfully borne by the jade's votaries. Confession must be made that the new giant Prince-of-Wales's plume fans have their advantages. They add very materially to the charm of eye-play; also they point a pretty gesture; again, they are a pretty pendant to a smart evening toilette. Their introduction in one of our most Arctic weather samples is accident. What man is there who would object to a warm twinkle in a pair of handsome eyes because it was accompanied by a wave of cool, not to say cold, air?



A DINNER DRESS.

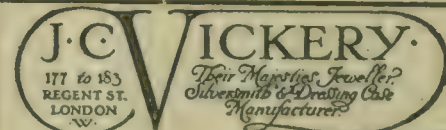
To create a general impression of great softness without fluffiness was the idea of the creator of this gown. Hence the use of charmeuse and soft satin brocade.

We Britons will have to try to stave off the malady known as swelled head. There has been our victory in arms over the Huns as one possible cause; there is our progressive victory over the vaunted German skill in chemistry as another. We were all Aspirinates before the war. When pain or anguish wrung our brows, it was our ministering angel. What reeked we that it was alien? Early in the war, owing to its good offices to our dear sufferers in the trenches, the Hun supply ran short. Britons to the front, however! At first we were not successful in replacing it—the substitutes had drawbacks. Now we have produced a far better thing—"Genasprin," which is purer than the German variety, therefore safer for habitual use, and more effectual and reliable in its remedial effect. We owe it to Genatosen, Ltd., which also provides us with British Sanatogen and Formamint; so "Bravi, British chemists, and à bas Hun medicaments!"

Will the Prince of Wales represent the King at the wedding of Prince Axel of Denmark and Princess Margaretta of Sweden? Prince Axel is Queen Alexandra's nephew, and Princess Margaretta is her Majesty's great-niece, so they are cousins of each other and of the Prince of Wales. Prince Axel is a sailor, as was his father, Prince Waldemar, Queen Alexandra's only surviving brother. Also he is a daring aviator; his recent visit here had to do with that science, and to acquaint Queen Alexandra with the fact of his approaching marriage. His sister, also Princess Margaretta, was here on a long visit to Queen Alexandra before war broke out. His elder and only brother made a romantic marriage with a beautiful Italian Countess in the beginning of 1914, and renounced all rights of succession. Prince Axel stands fourth in that to the Danish throne. His cousins, the two sons of King Christian, are respectively twenty and nineteen. Our Prince would foregather with several Scandinavian cousins if he went to Stockholm for the wedding, including the Danish Crown Prince and the Crown Prince of Sweden's young sons.

Men cannot have everything their own way now that our sex have swooped like the Assyrian down on the fold, and, like them, are gleaming in purple and gold. Our latest garment and our dearest—in affection and in cost—is a smoking-jacket. If we did not tell *Messieurs les hommes* what it was, they would describe it as one of those jolly pretty things women call tea-jackets and frequently wear at dinner. Something there is about them of the *negligé*, but of negligence in their construction not a thought. Think of the most fascinating female friend who smokes

(Continued overleaf.)



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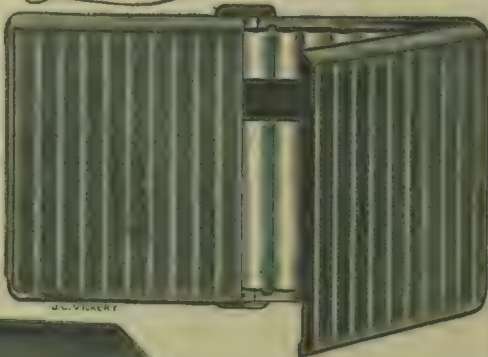
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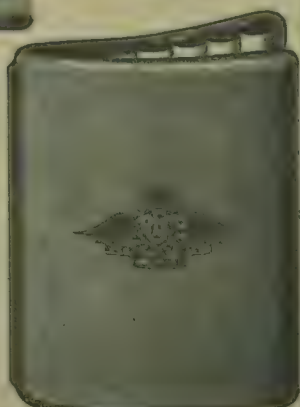
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You just want to lean back and feel
that the day you've been dreaming
of since that first August of 1914
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It's good to be alive. It's good
to be with her. It's good to sit at
home, lazily watching the smoke curl
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with the greatest smartness—there are women smokers and women smokers, we all know—attired thus: A graceful skirt of pale-brown crêpe-de-Chine, brown silk ribbed stockings, brown suede shoes, Havana-brown smoking-coat of crêpe-de-Chine, with a pleated, frilly collar of



A SOCIETY BRIDE-ELECT: MISS VIOLET KEPPEL.

The interesting announcement has been made of the engagement of Miss Violet Keppel, daughter of Lieut.-Col. the Hon. George and Mrs. Keppel, to Major Denys Robert Trefusis, Royal Horse Guards, son of Colonel the Hon. John Trefusis, uncle of Baron Clinton, and the Hon. Mrs. Trefusis.—[Photograph by Hertram Park.]

palest peach-colour georgette. No frilly cuffs, if you please—too risky in conjunction with a lighted cigarette—but sleeves to the elbow, turned back with peach-coloured georgette pointed cuffs embroidered with tobacco-leaves and flowers in green and white. Does it or does it not sound alluring? A dear lady of times quickly passing says, "Very nice indeed, if you replace the cigarette with a dainty bit of fancy work." But in the cigarette is all the point.

The Heathen Chinee may not be a popular person, bland though his smiles be; his tea is popular, however—

perhaps the most popular of many pleasant things with which he provides us—and now we can enjoy a brew from China once again. During the strictly rationed time you might call China from the dreamy East, but would it come? Not it. "We cannot supply it, Madam," was ever the polite reply to our anxious requests. Tea is out of control now, and once again Ridgways will give us our pound of our old favourite Pure China in return for four shillings—an investment that will appeal to women who know what's what in the cup, and most of us do.

This is to be a month of weddings. Several of importance are arranged for the short period between Easter and May—that not being a month looked upon favourably for matrimony. The first wedding in the family of the Duke and Duchess of Buccleuch—that of Lady Sybil Scott, their second daughter, to Mr. Charles Bathurst Hele Phipps, 1st Life Guards, owner of Chalcoot, County Wilts, head of a very old Wiltshire family—will take place on the 26th. By journalistic licence only, this pair have already been married. Miss Asquith is said to have fixed on the 29th to become Princess Bibesco. On Wednesday in Easter week Captain Viscount Petersham, M.C., only son of the Earl of Harrington, will marry Miss Margaret Seaton, a daughter of Major and Mrs. H. Seaton, of Bulford, near Salisbury; and there are other wedding-bells which will be ringing about then. Lord Harrington succeeded his brother, so well known in the hunting and polo world. Of him it was said that his spine was about the only bone left intact in his body.

The Jazz is jaded—there is no doubt about it. The elect—they are as you elect them—say it is dull; and as no one has any inventive brain left, after all the new things of war, to produce a fresh and fascinating measure, therefore the elect are falling back on the Tango—which is a worse thing than the Jazz, because we have once wearied of it, and to have to weary twice of the same thing is more than should be asked of any society. One foresees a return to the Valse, as it is always styled in royal circles. About it are many advantages: it can be danced in various steps. There was a man who said he could demonstrate a hundred and seventeen different ways of valsing. He was either mad at the time or became so soon after, so his example is, perhaps, not one to quote. What killed the Valse was the reversing maniacs, and the valsing on skates by the common herd. It is a graceful dance for graceful dancers; for the others, they will take the floor, and, whatever the dance, make the worst of it. The

Prince of Wales, Prince Albert, Prince Henry, and Princess Mary are admirable valisers—so, by the way, is the Queen. A. E. L.

The Court of Directors of the Royal Mail Steam Packet Company have appointed Mr. H. A. P. Cotton, head of the Passenger Department, to be an Assistant Manager of the Company; and Mr. D. I. Conradi, Assistant Secretary, to be the Secretary to the Company in place of the late Mr. A. H. Bennett.

The vogue of the Scooter spreads. It is announced that Messrs. A. W. Gamage, Ltd., of Holborn, have been appointed London Selling Agents for the "Tankette," a new motor-scooter fitted with two-speed gear; the "Wooler" Light-weight, flat twin motor-cycle, and the "Zephyr," motor attachments for cycles.



WIFE OF THE VICE-CHAMBERLAIN TO HIS MAJESTY'S HOUSEHOLD: MRS. W. DUDLEY WARD.

Mr. W. Dudley Ward (Temp. Lieut.-Commander) was Treasurer of his Majesty's Household, 1909-1912; and has been Vice-Chamberlain since 1916. He is a barrister. In 1913 he married Winifred, daughter of Col. Charles Birkin, of Lancote, Radcliffe-on-Trent. He became a Member for Southampton in 1906, and still holds his seat, as a Coalition Liberal.—[Photograph by Bassano.]

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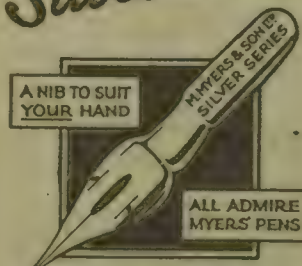
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LITERATURE.

Yachting in Tidal Waters.

"In Tidal Waters," by Francis B. Cooke (Chapman and Hall), is an expert yachtsman's story of many an exciting experience round the coasts of Kent, Essex, and Suffolk. Those who have known these waterways for twenty or thirty years, and the writer of this note is of the number, must have seen an immense growth of interest in sailing. In the very early 'nineties Burnham on the Crouch, for example, was a retiring little village where for five shillings a day one could live well. When the war broke out it had grown to be a large, thriving, and expensive yachting centre. Follow the coast in either direction, and you find that the devotees of sailing have left their mark. They are an adventurous crew, sometimes young, now and again on the shady side of middle-age—all daring and hardy, and determined to make small craft break records. If from time to time it is the craft and not the records that are broken, who shall wonder?

The mouths of Crouch and Roach, Blackwater, Colne, and Orwell were long the happy hunting-ground of men who, when war broke out, found themselves in the R.N.V.R. and made good. Their natural courage, long training, and abundant resourcefulness found full expression not only along our coasts, but in the Mediterranean; little, if any, of the self-reliance and hardly acquired seacraft was wasted. It was not for nothing that men had given their week-ends, year in, year out, to the tidal waters, in pursuit of such happenings as Mr. Cooke has set down and Mr. C. Fleming Williams has illustrated. As far as the making of the book is concerned, it suffers from lack of revision.

The author repeats in one sketch explanations he has already given at length in earlier ones; pages 67 and 138 supply cases in point. Perhaps there is nothing distinguished about the writing, nothing in the adventures that thrills the landsman; but it must be admitted that these sketches, while giving realistic descriptions of the discomforts, yield glimpses of the attraction of the practical

are part of the game, and are accepted as such. Few save Englishmen indulge in such games; perhaps that is why there is only one Mistress of the Seas.

The Turkish Problem.

Count Léon Ostrorog would appear to be among the very few publicists who really understand the Turkish mind and character; his book, "The Turkish Problem," translated from the French by Miss Winifred Stephens (Chatto and Windus), is one that may be commended to all who desire to substitute knowledge for prejudice. He remembers what so many forget—that Turkey in Europe has ruled two Semitic and three Aryan races for centuries past; that the Turk has always regarded himself as the superior, and conqueror, though it is only in Anatolia that he is really in an overwhelming majority over the subject peoples. Count Ostrorog knows, and says with commendable courage, that Enver is as honest a patriot as Robespierre, that even his enemies do not question his courage and integrity; he adds that Talaat is equally upright. It is their mentality that is deficient, their system that is wrong. The success of the new Turkish peasantry to every war that offers has been ruinous; the Turkish revolution of 1908, over which British Liberalism went into ecstasies, offended the European Chancelleries and financiers, and through them the Press. It was to discount the revolution that Austria-Hungary seized what remained to take of Bosnia and Herzegovina, that Bulgaria proclaimed the unspeakable Ferdinand Tsar, that Crete claimed its annexation to Greece, that diplomacy grew nervous for its privilege, and finance anxious about its percentages. Even the Russian move, a century old,

(Continued over.)



PRINCES AT THE HANDLEY-PAGE AEROPLANE WORKS: THE PRINCE OF WALES, MR. HANDLEY-PAGE, AND PRINCE ALBERT (LEFT TO RIGHT).

The Prince of Wales and Prince Albert visited the Handley-Page works, at Cricklewood, last week. Needless to say, they were much interested.—[Photograph by Sport and General.]

yachting man's life. If everything goes well, his job is a hard one; he may be forced by the tide to leave his moorings in the small hours, to eat and drink as best he can, and to work in face of crises without a thought for time, and in fashion that would shock a Trade Union. If the boat be unseaworthy a cruise may resolve itself into a fight for life. Whatever happens, discomforts

ciars, and through them the Press. It was to discount the revolution that Austria-Hungary seized what remained to take of Bosnia and Herzegovina, that Bulgaria proclaimed the unspeakable Ferdinand Tsar, that Crete claimed its annexation to Greece, that diplomacy grew nervous for its privilege, and finance anxious about its percentages. Even the Russian move, a century old,

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and the worry of it began to tell on the nerves of many. Hall's Wine then became a vital need to ever-growing numbers. Demand increased to such an extent that it soon far exceeded the supplies. Then the worth of Hall's Wine became more clearly evident.

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towards the Dardanelles was Imperialistic, not national—the rulers of Europe were eager for the Sick Man's inheritance. That Enver and his gang were not able to do better for Turkey, that they could not extend her span of life by a wise neutrality after August 1914, was largely due to two German Ambassadors to the Porte, Baron Marschall and Baron Wangenheim, who understood the psychology of the leaders of the Young Turkish party and could do what they liked with them. The truth is that no Great Power ever gave Turkey quite disinterested help, and Count Ostrogorsky comes near to admit this, though he lays stress upon the work France accomplished in the country. It endured down to the day when the late Sultan sent a friend to M. Poincaré and Sir Edward (now Viscount) Grey assuring them of his sympathy with Great Britain and France.

Mekruh, as the Arabs say—"It was written." For generations the Turks had been incapable of raising

THE PLAYHOUSES.

"VICTORY." AT THE GLOBE.

IT is not Mr. Conrad's fault that his haunting story of "Victory" emerges upon the stage as a melodrama of South Sea crime, that the atmosphere of the uncanny, the impression of spiritual as well as physical conflict, the sense the reader had of being plunged into a miniature hell upon earth, where villainy was triumphant and gentleness had not a chance, seem missing in the play, leaving nothing behind apart from some pathos—but an affair of knives and pistols, plots and frustration of politics, homicide by candle-light, and a love-scene following on homicide. Nor must Mr. Macdonald Hastings be blamed, save in fitting a tragedy with a happy ending, and deciding that this sort of short novel could be dramatised. It was never the plot that gave the tale distinction, but a certain magic in the descriptive writing and the novelist's gift of suggesting souls in torture, and the power of evil wrecking innocent lives; and, of course, all the literary embellishments of his art had to go; the rascally characters are, therefore, shorn of their demoniac quality, and we get just a succession of violent and exciting scenes with a certain element of surprise in them, and a heroine still deserving pity, though the man who lets her accompany him to a desert island to escape persecution, yet is unprepared for sex-complications, seems, in the hard glare of the footlights, incredibly blind; and his conversion to belief in her love for him, because she has killed another man even if a villain—has a grotesque look. Neither the play nor the story as thus presented, is Mr. Conrad's. Still, perhaps, there is enough colour and movement and thrill at the Globe to satisfy those who know little of him, and certainly Miss Marie Löhr has a touching air of innocence, while Mr. Sam Livesey's full-blooded scoundrel, and Mr. Gayer Mackay's misogynous Jones, get very near the original author's intentions.

"CÆSAR'S WIFE." AT THE ROYALTY.

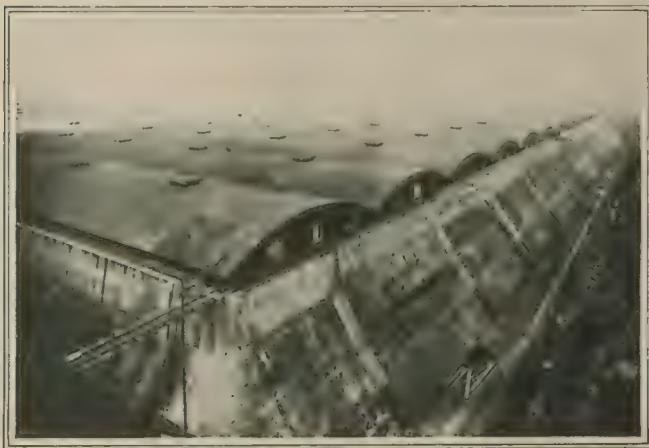
What one likes about Mr. Maugham is the art he shows in selecting and rounding off a theme; the instinct he never loses for knowing what is suitable to the stage, and developing it in an easy, plausible, happy way. You may suspect at times that his puppets will never be allowed to go more than a certain distance independently; that at one point or other they will be brought up with a jerk—that no matter, for example, what thin ice they may skirt, they will be helped across discreetly to conventional safety. But if he is not too enterprising, there is always smoothness in his technique, and style and wit in his dialogue. So that when, as in "Cæsar's Wife," he handles the subject of a young wife married to a diplomatist twenty years her senior, and falling in love with his boyish secretary, you obtain piquancy in the plotting out and a reasonable treatment of a situation no more new in the theatre than in life. This Cæsar, being a modern of the moderns and ultra-British in his phlegm, refuses to use his power of removing his youthful rival from his path, recognises the danger to his happiness, but is not for talking about it overmuch, and leaves his wife to fight her battle, while he looks on, but is ready to comfort if disillusionment comes. Mr. Maugham decides that disillusionment shall come; that the two young lovers shall misunderstand each other's attitude and drift gradually apart; and who shall say him nay, when his is quite a possible and, for the playgoer, comfortable solution? The more so as his manipulation permits of delightfully natural and moving acting from Mr. Aubrey Smith, whose ease of manner, air of breeding,



NEW GENERAL MANAGER OF A GREAT RAILWAY: MR. I. T. WILLIAMS.

Mr. I. T. Williams has been appointed the successor of the late Sir Guy Calthrop as General Manager of the London and North-Western Railway.

Photograph by Elliott and Fry.



JUST COMPLETED FOR THE ADMIRALTY: A GREAT OIL-FUEL RESERVOIR AT ROSYTH.
Photograph by L.N.A.

administrators; they had gone for them to the British, the French, the Greeks—even the Armenians. When democracy came of age, as soon as the sword fell from its place as the ultimate arbiter, the Turk had to go.

know little of him, and certainly Miss Marie Löhr has a touching air of innocence, while Mr. Sam Livesey's full-blooded scoundrel, and Mr. Gayer Mackay's misogynous Jones, get very near the original author's intentions.

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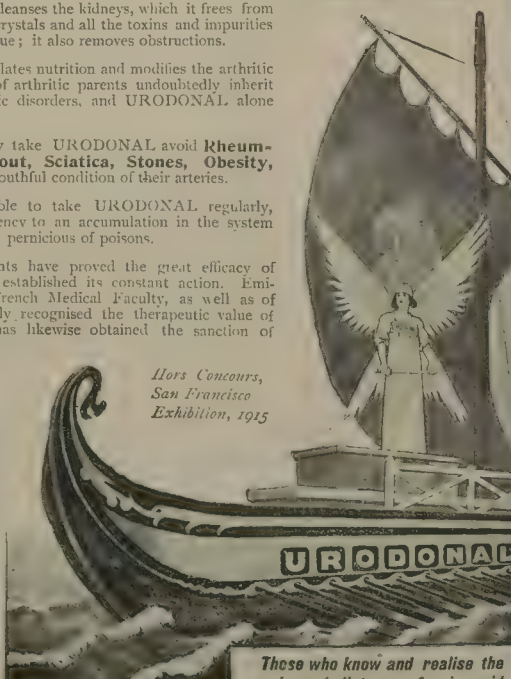
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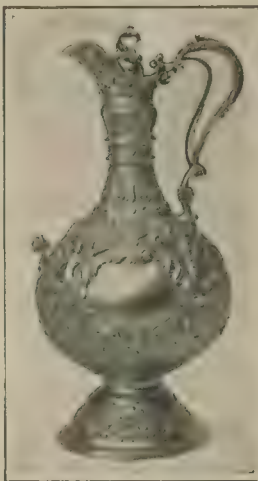
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and indications of feeling held under restraint seem always absolutely right; and from Miss Fay Compton, the very embodiment of youth in its charm, its response to passion, its appealing egoism. The young actress has never revealed such competence or power or intelligence as in her latest part, and it says much for her that she should hold her own as a "star" in a company which includes such brilliant performers as Miss Eva Moore and Miss Helen Hays.

"CYRANO DE BERGERAC," AT THE GARRICK.

The war, realistic enough with a vengeance, has had the not unexpected effect of producing a demand for romance in the theatre; and what play is there in the whole modern repertory which responds so wholeheartedly to such a call as Rostand's "Cyrano de Bergerac"? Fortunately, here is a piece about which the connoisseur of the stage can see eye to eye with the man in the street. "Cyrano," of course, is full of tricks—tricks of rhetoric, of sentiment, of bravura; but its author is a poet, and a poet who knows what can be done in the theatre, and feels at home there. So that, its extravagances of pathos, love-making, and literary conceits notwithstanding, the drama, like its hero, has *panache*, a glorious swagger and buoyancy about it. But with Mr. Lewis Waller no longer with us, what English actor was there to dare challenge conclusions with Coquelin? Friday night's performance of an English version



PRESENTATION TO A GREAT ADMIRAL: SOUTHPORT'S GIFT TO ADMIRAL SIR DAVID BEATTY.

This silver-gilt jug was given to Admiral Beatty by the Corporation of Southport with the Freedom of the County Borough. It is a copy of an antique claret jug washed ashore in the Hebrides from the wreck of a vessel in the Great Armada. This appropriate gift was supplied by the Goldsmiths and Silversmiths Company, 112, Regent Street, London, W.1.

nerisms are allowed for, Mr. Seymour Hicks can give us high comedy such as no stage contemporary of his can better. He is a host in himself, a virtuoso with an extraordinary range of virtuosity, an actor who can be left alone on the stage, or, at any rate, be obliged to do all the talking on the stage, for half-an-hour, and achieve, notwithstanding, constant variety, and give the impression of breathless haste. This is actually what he has to do in "Sleeping Partners"—that adroit enough rendering of Sacha Guitry's airy trifle, "Faisons un Rêve"; and he does it once more in the St. Martin's revival, where Miss Lydia Bilbrooke is now the "She"—and a very vivacious one; and Mr. Fred Kerr's deliberate solemnity as "Her Husband" is a proper foil to Mr. Hicks' volatility.

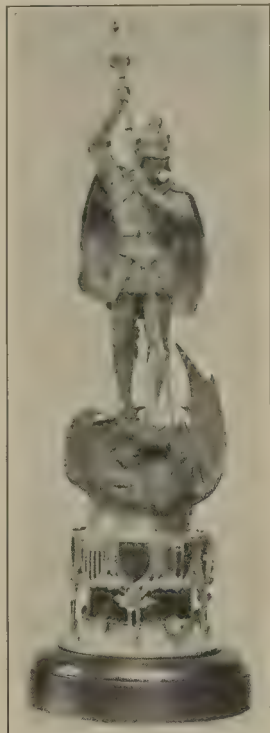
answered the query. There was Mr. Robert Loraine, a doer as well as an actor, whose own romantic deeds rival those of any hero of either history or fancy. He has the air, the presence, the audacity, and the physical energy for the rôle. His voice, it is true, sounded strangely rough at first; but he delivered his tirades and gasconades with resonance as well as spirit. He was at his splendid best, and found his Roxane, Miss Stella Mervyn Campbell, most helpful—in the balcony scene and the death scene. Following the last came such a demonstration of public enthusiasm that we must go back to Mr. Waller's first performance of Hotspur or D'Artagnan, if we want a parallel.

"SLEEPING PARTNERS." AT ST. MARTIN'S.

When all his man-

"JOY BELLS," AT THE HIPPODROME.

The new Hippodrome revue, "Joy Bells," lives up to its name. There is not one of its nineteen scenes which has not its points of beauty or of fun; and it is to see a feast of colour, to hear catchy melodies, to be amused by plenty of broad humour that Mr. de Courville's patrons visit the Hippodrome. There is an Aviaary Ballet, with Miss Phyllis Bedells as Queen of the Birds, which is a delight from start to finish, and a Spring Transformation Scene that no pantomime has ever surpassed. There are dazzling costumes and effective songs, with special settings, for Miss Shirley Kellogg. There is dancing from Miss Daphne Pollard, and a newcomer, Mr. Leon Errol. Above all, there is Mr. George Robey, not too well supplied just at present with songs, but with one little sketch which our subalterns would describe with their superlative of "priceless." In it the comedian is supposed to be granted his wish of going back to the early days of 1914, with all his experience of the war, and very good fun he makes of the opportunity.



THE GRAND NATIONAL TROPHY, 1919. St. George, representative of the spirit of the Nation, is giving the "coup de grâce" to the dragon of oppression and wrong. Round the base are enamelled shields of the Allies. The work was carried out by Messrs. Elkington and Co., Ltd., of Liverpool and Birmingham.



A PRESENTATION TO A GREAT ADMIRAL: LIVERPOOL'S GIFT TO ADMIRAL SIR DAVID BEATTY.

Illustrated is that presented to Admiral Sir David Beatty, G.C.B., G.C.V.O., D.S.O., with the Honorary Freedom of the City of Liverpool. The Arms of the recipient and views of his flag-ship, H.M.S. "Lion" at the Battle of Jutland, and the Municipal Buildings of Liverpool, are prominent features. The casket is the work of the Goldsmiths and Silversmiths Company, 112, Regent Street, London, W.1.



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Get the Claxton Ear-Cap and let your child wear it in the nursery, and during sleep, and any tendency to outstanding ears will soon be corrected. Easy and comfortable in wear. Keeps hair from tangling during sleep, and promotes breathing through the nose. The Claxton Ear-Cap gently moulds the cartilages while they are soft and pliable. Made in rose-pink in 21 sizes. Send an order direct, giving measurements round head just above ears, and over head from lobe to lobe of ears, to I. L. Claxton, Castle Laboratory, London, N.W. 1, and enclose remittance of 4/- . Also obtainable from chemists, stores, Harrods', Selfridge's, John Barker & Co., Ltd., Garroul's, Woolland Bros., and other Ladies' Outfitters.



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THE GENUINE FOOD-TONIC

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"Happening to have suffered from a severe attack of influenza, and feeling an urgent need of tonic treatment, I resolved to give Sanatogen a fair trial . . . The results were all that could be desired. The general state of feebleness rapidly disappeared, and was replaced by a sense of returning vigour, unaccompanied by any subsequent depression. The appetite improved, and weight was gained rapidly . . .

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THE CHRONICLE OF THE CAR.

New Car Prices. One of the questions I am most often asked is, Will the prices of new and second-hand cars come down within any reasonable period of time? I think they will, but not for another year at least. I have just been looking through as complete a list as can be compiled of the present prices of new cars, and I must say the study is calculated to alarm anyone who has been in the habit of regarding motoring as a pursuit within the means of the person of moderate income. There is practically nothing, even in the lightest of the lightest class, which does not involve an outlay of £500, and, when we come to cars of more ambitious types, sometimes the price of the car which represents the average price of the car which, before the war, was obtainable at between £400 and £450. As to the second-hand market, that is absolutely hopeless from the point of view of the buyer. Hunter. Cars that were sold new in 1913-14 for £500 fetch anything up to £950. I know of a case in point which indicates very well the present state of the market for second-hand vehicles. A friend of mine bought, a month ago, a car of American origin for £375, the car having cost new, five years ago, about £300. He really wanted it for his own use, but somebody came along with an offer of £525—and he naturally sold it, and is now looking round for another car.

It has been suggested to me that the manufacturers are taking advantage of the state of the market to profiteer on their new models. I do not think there is any

foundation for the suggestion. The fact of the matter is that all the new prices are based on indeterminate factors which are beyond the control of the trade. There is the small matter of the Excess Profits Tax and its incidence to be taken into account. If the economic policy of the country were known, the manufacturer of cars would know where he stood in this. Then there is the cost of materials, which, again, depends largely upon fiscal policy and the



THE AMERICAN RED CROSS IN THE WAR: IN GORIZIA.

Our photograph shows a Flat ambulance belonging to the American Red Cross, in the city of Gorizia.

manner in which the huge sums required to pay off the war debt are to be raised. Then there is the indeterminate position of the labour market to be reckoned with. In a word, those firms who have announced their approximate prices have had to base these on a set of contingencies which may or may not remain operative. Obviously, it would be the height of foolishness to underestimate the

costs; and the only thing to be done, therefore, is to calculate them on the maximum basis. Later on, when the situation has been cleared up, we may expect considerable reductions to take effect, though it is impossible, I think, that cars will ever again sell at anything like pre-war figures. It simply comes to this—that the man of moderate means who was well able to afford to run a car before the war must now make up his mind to cut his expenditure in some other direction or do without a car altogether until prices fall.

The Centre Position of Levers.

Some little controversy has arisen on the question of the centre position of change-speed and brake levers. Mechanically, the centre position is the better, undoubtedly, since it permits of an absolutely direct action of the change-speed lever. It is better, too, for the action of the brake mechanism, though there is possibly very little to choose between centre and side so far as the latter is concerned. Again, the central position gives free access to the driver's seat from the off-side of the car. The main disadvantage urged against it is that it necessitates changing gear with the left hand. If I may be allowed a word on the question (which really seems to be quite a vexed one), I would say that when I first was called upon to drive a car with centre levers I looked upon it with marked disfavour. I suppose it

was simply that I had always driven cars with the levers on the right-hand side, and that the conservatism which is a part of the composition of us all revolted at the idea of something new. Certainly in practice it was a little strange for the first half-hour or so; but after that I really began to like the idea, and before long I found I actually preferred it to the other—so much so that now I would

(Continued overleaf.)

Petrol Economy with the CLAUDEL HOBSON CARBURETTOR PROVED!

Read this extract from the "Commercial Motor," 5th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburettor in favour of one of French make. AFTER

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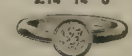
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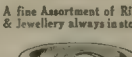
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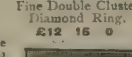
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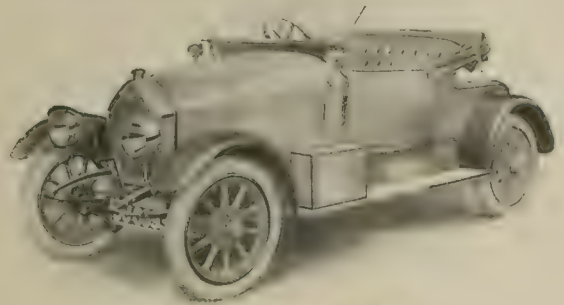
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Here is Judgment from which it is impossible to Appeal, but undoubtedly makes its appeal to prospective motorists.

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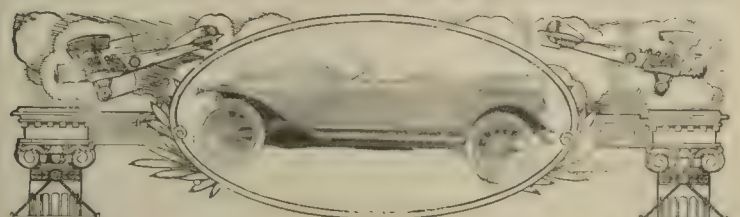
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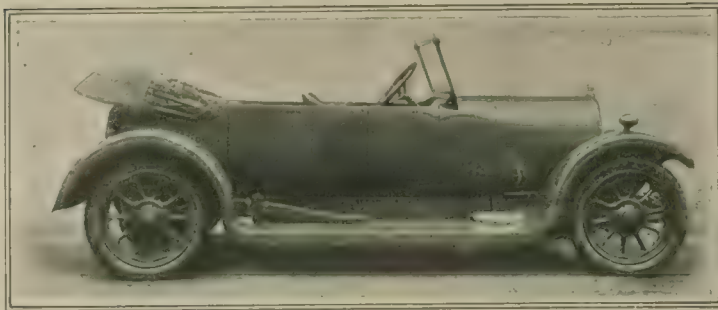
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rather have the levers in this position than mounted on the right. I agree that it is mostly a question of personal taste, but nevertheless the centre mounting is the more mechanical; while it certainly has the great advantage, as I have said, of allowing freer access to the off-side of the car. This last is, to my mind, a very marked point in its favour.

The East
Advancing.
The Persian Govern-
ment has been placed
in a position of
spirit by the decision to motorise
practically the whole of its mail ser-
vice. For this purpose an order has
been placed with the Fiat Company
for fifty motor mail-vans.

Motor Shows
in Italy.
The decision has
been taken by the
Italian Automobile

Manufacturers' Association to hold no motor shows in Italy during the year 1919. This decision has been reached in view of the large amount of work to be carried out in transforming the industry from a war to a peace basis. It is probable, however, that the leading Italian makers will exhibit at the Paris and London shows to be held towards the end of the year.

The Price of Petrol. Is it not nearly time some-
thing was done to bring
down the present inordinate prices of motor fuel? At
the moment the best obtainable spirit costs 3s. 7½d. per



A NOTABLE NEW CAR: THE "VICTORY" ARROL-JOHNSTON.

Our photograph shows the new "Victory" Arrol-Johnston, the most modern model of 1919, which, built in Aircraft Specification material, sells at £700, complete, with electric lighting and starting, spare tyre, hood, screen, speedometer, electric horn, etc.

gallon, and is not really good petrol at that. Of this price the Government takes 1s. in the shape of Excise and war super-taxes, and there is no prospect of any reduction before the Budget, even if a few pence are taken off then, which I take leave to doubt. Making every allowance for increased costs of freight, insurance, and all other charges, I cannot see how petrol can cost more than 1s. 9d. per gallon, including taxes, by the time it gets to the retailer, which leaves a clear profit of 1s. 10½d. to be shared between importer and retailer. The latter gets but a small proportion of this—I think it is 3d. per

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"I sent them this Velour Hat after I had worn it for some time. It was soiled, rather out of shape, and had lost its gloss and smart appearance. Pullars cleaned it, raised the pile and made it look almost like new again. The cost was trifling, and it was really a wonderful economy."

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Cleaners and Dyers



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Now that eggs are so dear try delicious "Jack Tar" Pilchards for breakfast. They are very nourishing and give you a good start for the day. The natural oil of the fish supplements the scarce butter ration and feeds the nerves. "Jack Tar" Pilchards are packed in the autumn, when the fish is at its best. The patent non-soldered tins retain the delicious flavour of the fish and the tomato sauce.

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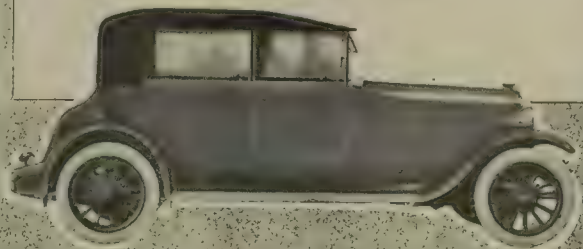
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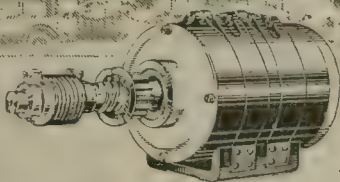


To make your engine throb with life at an instant's touch—to feel your Smith Self-Starter grip strong and true under any condition of weather.

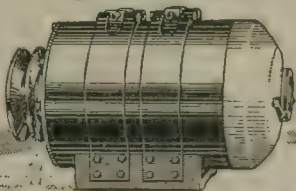
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Write for booklet, "A New Era in Motoring," which gives full particulars and prices, to S. SMITH & SONS (M.A.) Ltd., 179-185, Great Portland Street, London, W.1., and place your order with your local dealer.



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You are dropping a lot of money

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EXTRA AIR INLET



fitted to your engine. It allows the use of more air and less petrol or benzol. It keeps the engine cool and clean, and helps as a brake when "coasting." It is "The Motorist's Great Money-Saver," and makes a little petrol go a long way. Easily fitted.

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From War Cars to your Cars

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Three New Models covering all motoring requirements

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Chassis £610	Chassis £850	Chassis £900

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Flexible Frames Minimize Strains

STRONG frames with wide flanges obviate superfluous cross members gusset plates on the Denby lorry, adding greater flexibility. Denby freedom from frame trouble is fast becoming a buy word with most lorry users.

14-inch road clearance Stromberg Carburetter.

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Spinnet Corked Tipped 20 for 1/4



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IN these changeable days, illnesses seem to spring out of nothing. You sleep badly, feel weary and only half-rested when you get up in the morning. Your head aches, you lose appetite, and you spend the days listlessly and without energy. All this is Spring debility.

What you need is a real nerve tonic and liver corrective, and you get these two medicines in one in Ker-nak. Each dose of Ker-nak brings unmistakable improvement.

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Ker-nak alleviates and checks disease, not by artificial and drastic purging, as do many old-fashioned pills, but by an absolutely natural and soothing method. To know the luxury of real, robust health this Spring-time start a course of Ker-nak to-day.

Ker-nak

THE IDEAL NEW TONIC-LAXATIVE.

Obtainable of all Chemists and Drug Stores. If your Chemist is out of stock, L.D.L., Leeds, will send you a 1/3oz. 2-box on receipt of 1/3 and 1/3 for return postage. Obtainable also at R. & J. Hill, Ltd., 11, Pall Mall, London, S.W.1.

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Spring
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Dresses
in
Large
Variety.



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A COMMON occurrence among children is a period of rapid growth when they are often regarded as "outgrowing their strength."

IT is of supreme importance at this time that the daily dietary should include a sufficiency of substances that are known to provide a reserve of nourishment, strength and energy.

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Bynogen

Brings Health

ALLEN & HANBURY LTD., LONDON.



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Lotus

THIS shoe ought to be made of glaze kid but it isn't; it is made of the next best leather obtainable to-day, a leather called box hide.

Otherwise it is the same shoe, made in the same way and made on the same last, as the glaze kid shoe, the great favourite with women, Delta No. 140.

And, when one comes to consider prices nowadays, wishing to save money without sacrificing comfort, this shoe will be found extraordinary value at 22/6 a pair.

It is obtainable both in the Oxford and the Derby patterns, black or brown, but mostly in black, at the shops that sell Lotus or Delta.

Ask for No. 540x and look for the name Delta as well as the price on the sole, branded there with a hot die.

Letters
Lotus Ltd,
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Known as "SEGEROL" For GREY or FADED HAIR



Tints grey or faded hair any natural shade desired—brown, dark brown, light brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. Medical certificate accompanies each bottle.

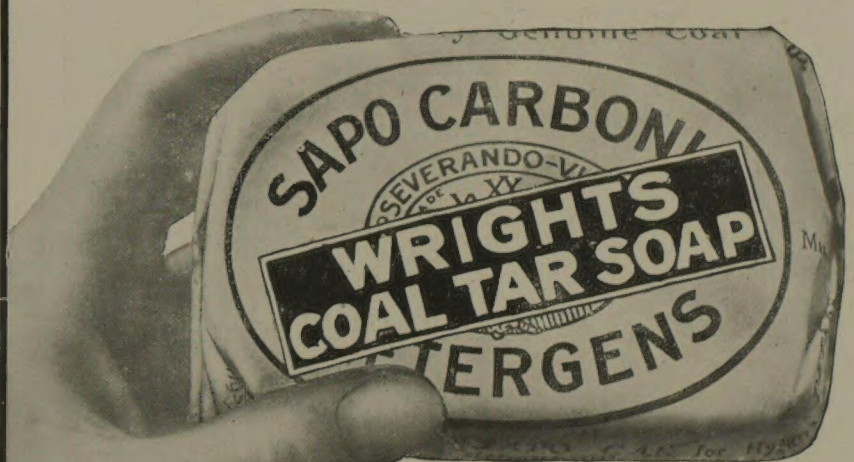
2/6 per Bottle.

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This is the wrapper of

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COAL TAR SOAP

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A WELL MADE CANE CHAIR is cheaper and more convenient than an upholstered one.

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Regulation Heavy Weight, 8/6 per pair.

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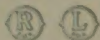
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MEDIUM

5½d for 10 — 11d for 20

Boxes of 50 2/2½ — 100 4/3

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CRÊPE-DE-CHINE TEA SLIPS

The value of these gowns is quite exceptional. They are adapted from Paris models by our own skilled workers, and are thoroughly well made from reliable materials.

TEA SLIP, in extra heavy and rich quality Crêpe-de-Chine, with new short sleeve, finished at neck with ostrich feather, with handsome girdle of Oriental beads. In black, and new smart colours.

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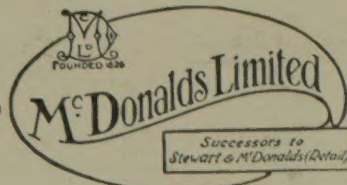
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**LISLE THREAD AND STRIPED
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in many varied contrasting
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7/11 per pair.

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TAILORED SKIRTS in Real Harris and Highland Homespun

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"insures comfort and se-
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THE BURBERRY efficiently
excludes every form of
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rubber or other unhealthy air-
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It is self-ventilating and cool on
mild days, yet, owing to the
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Becoming and distinguished,
The Burberry is as serviceable
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great aids to economy.

Every
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Garment



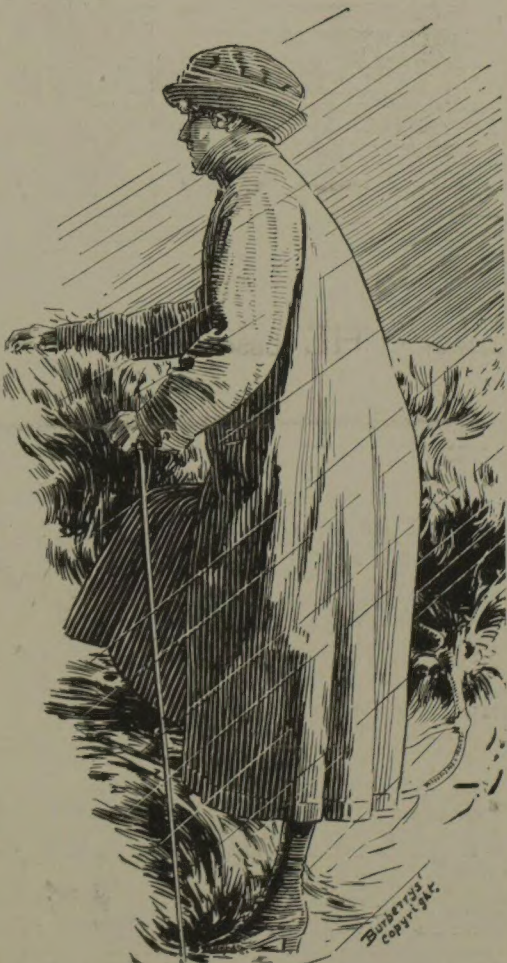
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THE value of these blouses is
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NEW BLOUSE, as sketch,
in good Georgette, graceful
roll collar, trimmed two
narrow frills put on with
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and full pleated front. In
Ivory, Sky, Pink and Sand.

Price 29/6

WASHLEATHER GLOVES

Best French Washleather in
White and Yellow.
2-button, 8/6 per pair.
5-button length sac., elastic
wrist, 9/6 per pair.

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